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CYCLE NEWS®

WEST

Volume XVI : Number 41 : October 24, 1979

75¢

Will the Sierra Club rule California?

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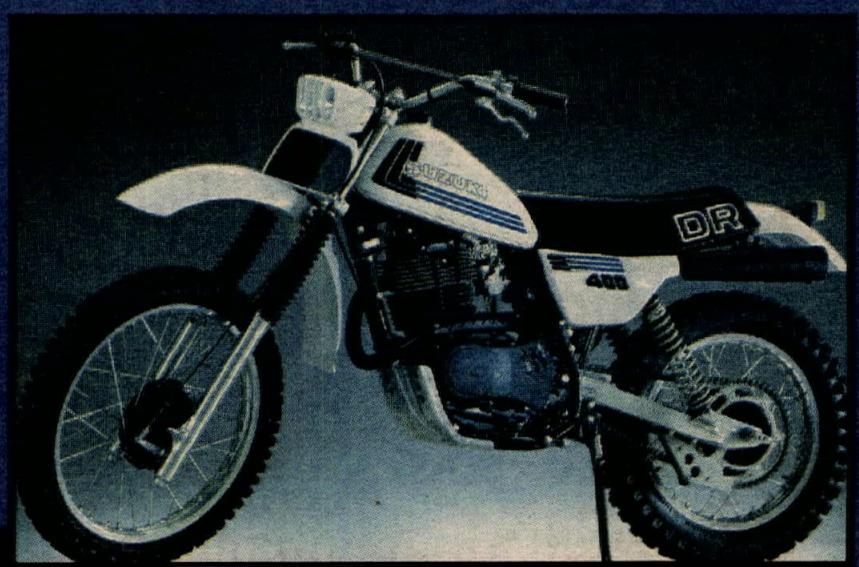
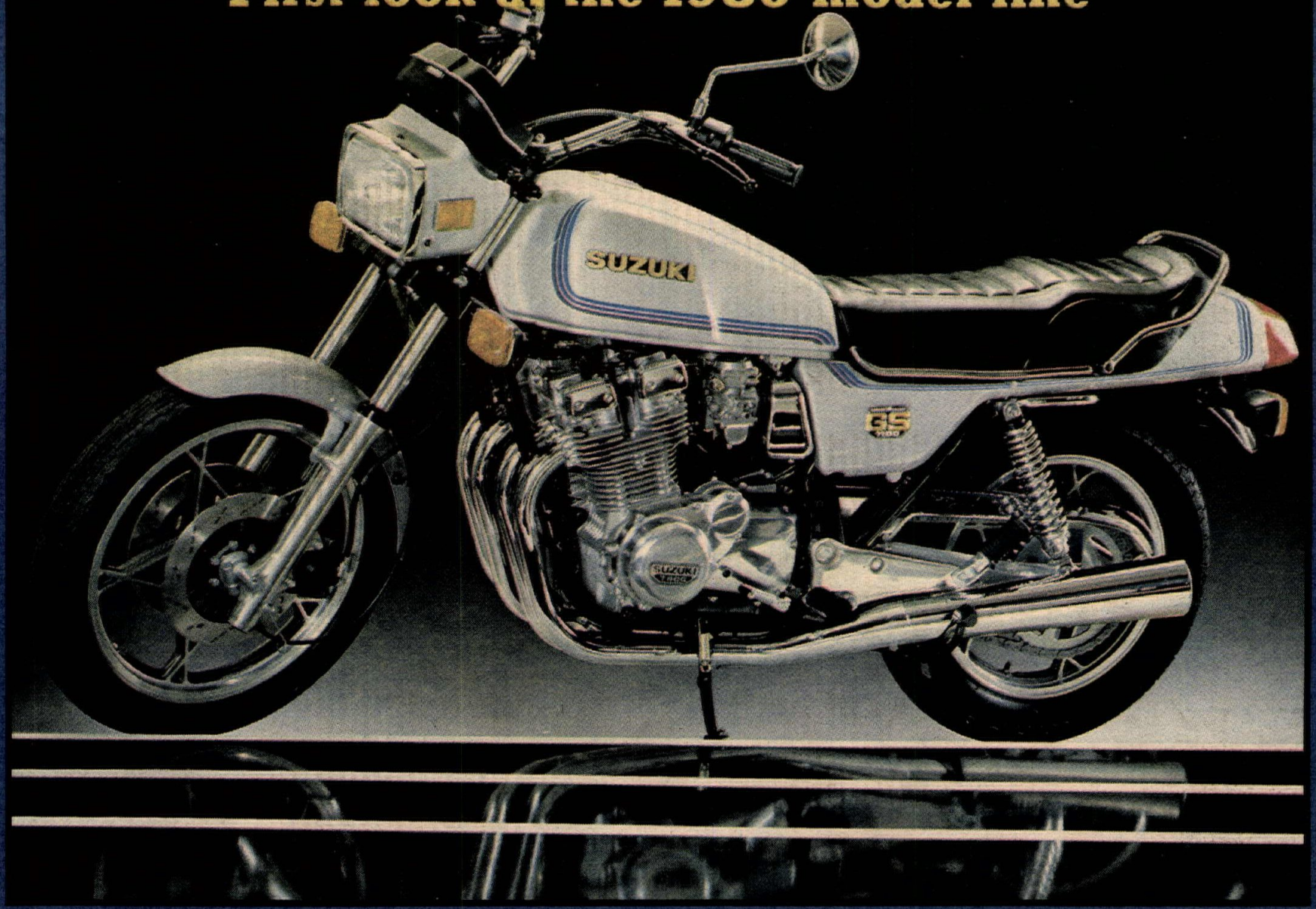
Bonneville:
Flat out on the salt

Terry Vance:
New generation bike racer



Showtime at Suzuki!

First look at the 1980 model line



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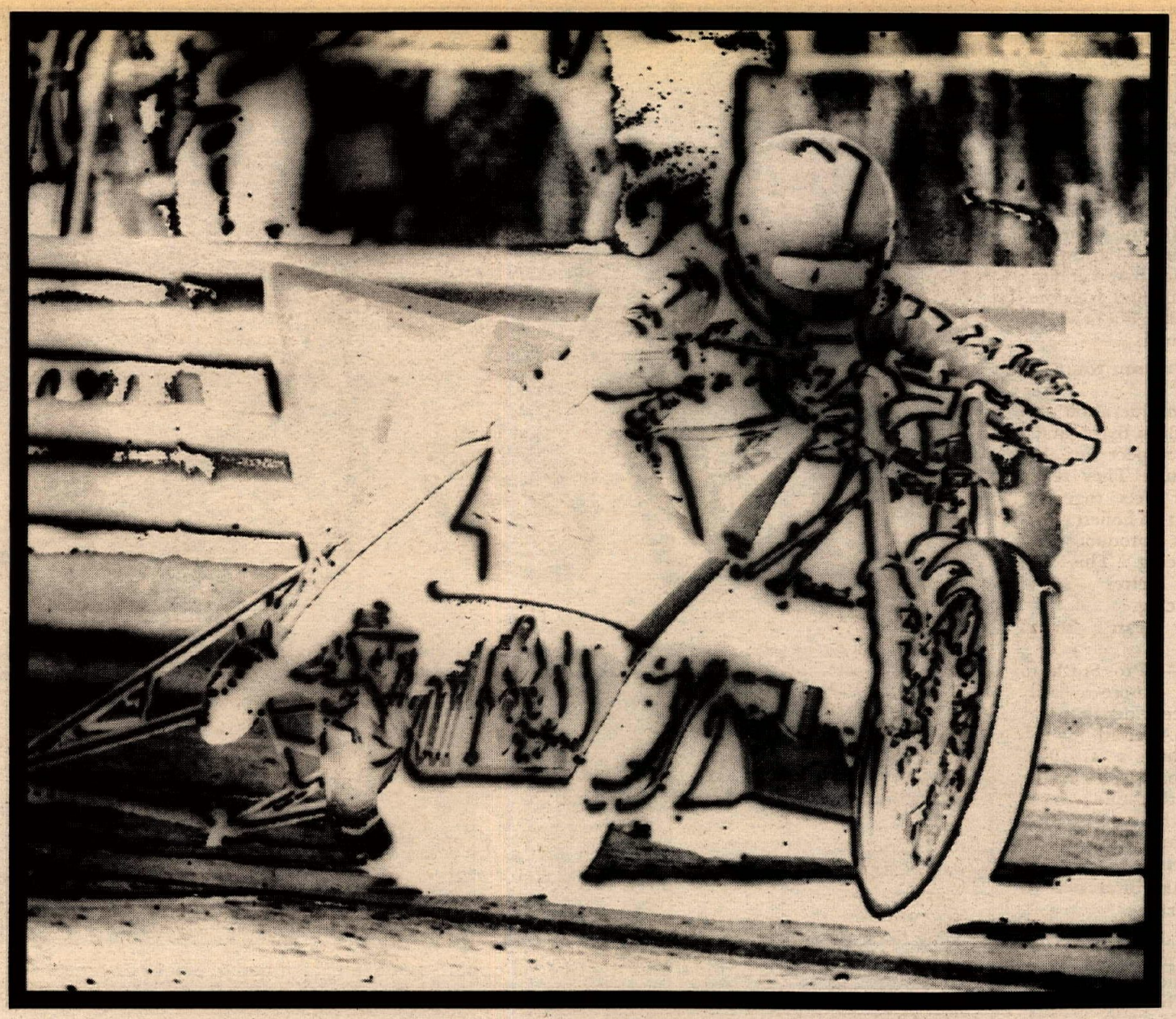

New generation bike racer

Terry Vance

By John Germain
Photos by Charles Morey and John Nititas

Terry Vance could be called a new generation motorcycle racer. At age 25, Terry's amassed a family, two houses, a joint partnership in an industrial building, two 'adequate' salaries, and four #1 Pro Stock Championships. He's accomplished these feats through unparallellled dedication, countless 15-hour days, and personal as well as monetary sacrifices. He's not a newcomer to drag racing, either, not by a long shot. Terry's been drag racing for 10 years, and he's been doing it full-time for the past eight.

What was the first motorcycle that you ever owned?
Well it wasn't really a motorcycle. Actually my father took the engine out of a lawnmower and put it into an old minibike frame. I believe I was 14 at the time.

What was your first experience with drag racing?
The first time I ever saw a drag race was when I was 10; it didn't leave any lasting impression, though. The first time I ever drag raced a motorcycle was when I was a junior in high school. A friend of mine convinced me to take my Honda 350 to the strip to see what it would do. He was going to do the same with his new CB750. The 350 didn't really impress me, so I asked if I could make a pass on the 750. After that it was pretty much settled. Later I bought his bike and set it up for bracket racing.

When did you first become associated with Russ Collins and Byron Hines of R.C. Engineering?
When I was 17 I met Byron at a local track, and after watching him for awhile I decided I wanted to be on a winning team. So I talked Russ in to hiring me to answer the phones at R.C., so his machinist could keep working; my starting pay was $125 a week. Since that time, eight years ago, I've moved up to the position of general manager overseeing 50 employees. My salary has increased accordingly with the phenomenal increase in Russ' business. (R.C. Engineering expects to gross three million dollars in fiscal '79.)

Why did you make the switch, first from Honda to Kawasaki, then to Suzuki?
We left Honda because toward the end it was becoming increasingly difficult to beat the Kawasakis with the "little" Honda. After staying with the Kawasaki engine for two years, Byron and I decided that we should be getting some kind of sponsorship out

of the deal. After all, they were getting all that great advertising and all we were getting was parts. So we put together a package of what we wanted and took it to Suzuki.

At first no one would even talk to us. but then we finally got in touch with some important people. Things started happening. A few of the public relations, advertising and marketing executives came down to the office and we came to an agreement. Part of this contract was a salary for Byron and me and a lot of developmental freedom. By the way, I've just signed a new two-year contract with Suzuki.

Was money the only reason you went to Suzuki?

Money was a prime consideration, but not the only reason. Both Byron and I have an immense respect for the management at Suzuki. They really seem to have their acts together. Suzuki is willing to put an honest effort into improving its product and promoting drag racing. This will eventually bring better social acceptance to drag racing.

What do you mean 'social acceptance'?

Well, drag racing — Pro Stock in particular — is more easily identifiable to the street rider than any other form of racing. After all, my Pro Stock bike looks like a GS1000. Additionally, Joe public's GS cam be modified in many of the same ways as my race bike. Thats the basis of R.C. Engineering, selling proven race parts to the guy on the street.

Why wasn't Kawasaki interested in sponsoring your effort?

I think Kawasaki didn't see this correlation between me doing a low nine and the guy on the street buying a KZ instead of a GS. That is, until now. I think next season you'll be seeing fully sponsored riders for Kawasaki, Yamaha, and Honda.

(Opp. page) An esoteric look at Vance's new Suzuki Top Fuel bike. (Above) Four-time Pro Stock champ Terry Vance.

Have you tried any other forms of motorcycle racing other than drags?

About two years ago, Byron put together a KZ650 for me to do a little road racing on, but I didn't like it...it was too scary.

Scary?

Yes, while in drag racing you're often going faster than a road racer, you're all by yourself. I don't like going fast right next to someone else who's going equally fast. Someone could make a mistake and make me crash.

How does your wife feel about you going 150 mph in just over nine seconds?

Naturally she worries about me, but she understands I'm good at what I do.

Good?

OK, the best (laughs). The only thing that bothers her is the Top Fuel bike Byron's just put together. Once its dialed in, it should do low sevens at just over 200 mph. Needless to say *I'm* a bit apprehensive.

Tell us a little about Byron Hines.

I feel very lucky to have Byron as my mechanic and friend. As a mechanic he's second to none. Unfortunately the term 'mechanic' doesn't do him justice, *genius* is more accurate. He's capable of producing more horsepower than anyone else, and he does it without all the head game you sometimes see mechanics involved in.

Byron's personally responsible for many of the engineering feats at R.C. The triple-engine Honda was Byron's work, as was the dual-engine Sorcerer. Byron also completely built my Pro Stocker and my new Top Fuel bike. Byron also took care of the cylinder heads on Don Vesco's latest streamliner as well as the entire line of R.C. products. ●

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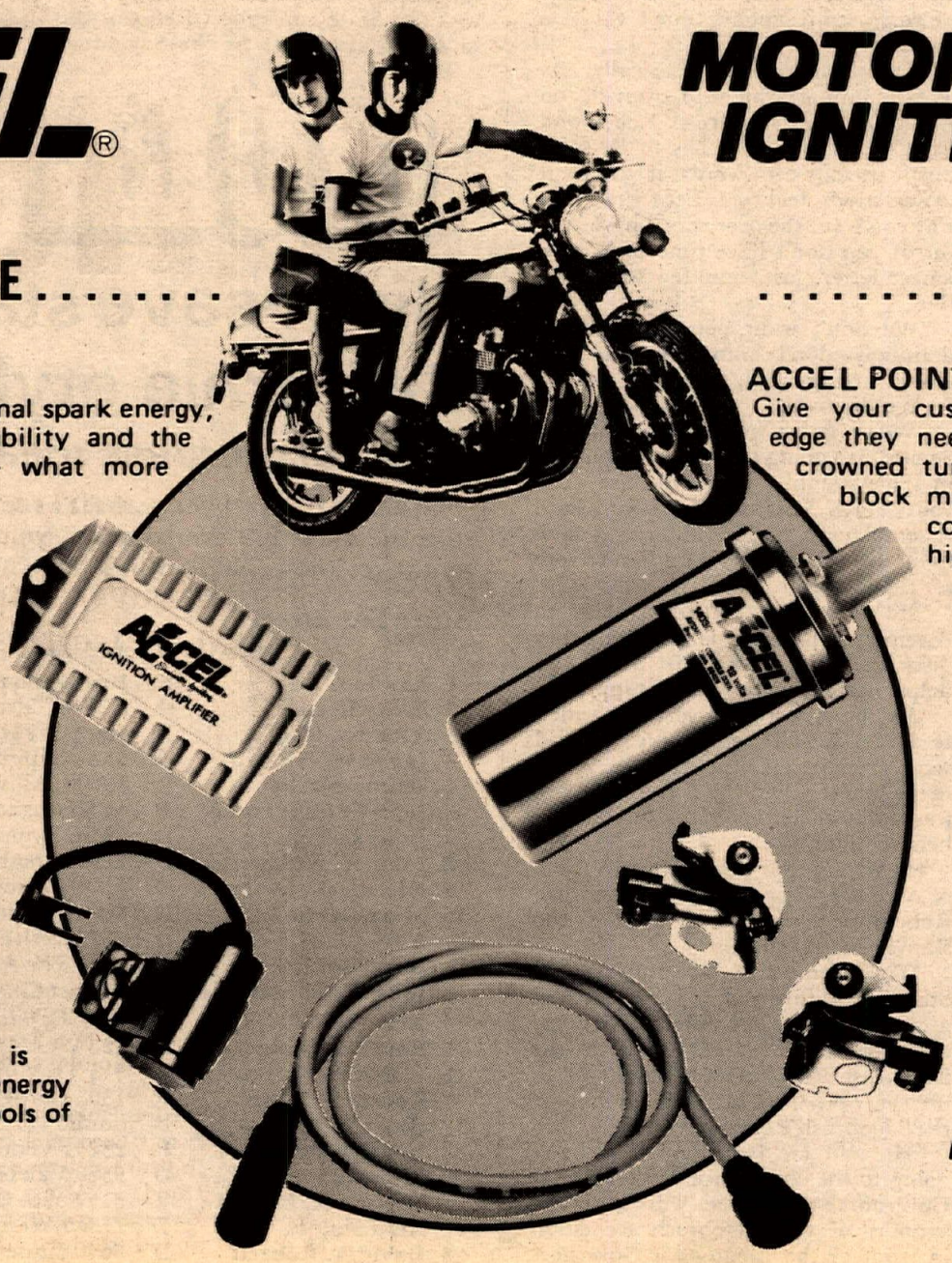

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MOTORCYCLE IGNITION PARTS

Write or walk, it's your choice

Will the Sierra Club rule California?

By Dale Brown

The question of whether the State of California is run by its elected representatives, or by a member of the Sierra Club, was described by Assemblyman J. Robert Hayes, as "the most important issue to come out of the Sagebrush Rebellion now in California."

Hayes is now working for an override of Governor Edmud G. Brown, Jr.'s veto of AB 1407, the Sagebrush Rebellion bill that would return Federal lands in the State of California back to the state. He talked with *Cycle News* in a telephone interview Friday, Oct. 12.

"The Sagebrush Rebellion bill, AB 1407, passed unanimously, 40-0 in the Senate, and 80-0 in the Assembly. It didn't receive any "no" votes in any part of the committee processes," said Hayes.

"Yet, Huey Johnson, the head of the Resources Agency and the only person to finally come out against the bill, totally circumvented the legislative process. He did not voice any objection in the hearing process or the legislative process.

"He went directly to his good buddy Jerry Brown, secured the veto, and then had the nerve to say that the reason he had to get Brown to veto the bill was because the legislature was not bright enough to know what they were voting on."

"The question that has now become even more important than the Sagebrush Rebellion is: Who runs the state of California? A Sierra Club member who is head of the Resources Agency named Huey Johnson? Or the elected representatives of the people of the state of California?"

Hayes also called for strong support of the veto override of AB 1407, saying that "thousands" of letters are needed to accomplish the task of effectively kicking the Bureau of Land Management out of California and returning the land to local control. The override attempt will be made in early January, when the legislature recovenes.

"What we need is literally *thousands* of letters supporting an override. A veto override is a very difficult task to do. We will not override the veto unless we show strong public support. We need a letter to everyone's Senator and Assemblyman. And just because we've got until January, don't wait. Do it now.

"The letter should basically say 'Please support the veto override on AB 1407, the Sagebrush Rebellion.' That's all that really has to be said. Put it in your own words; if you want to add more, feel free. Let them know why you want the override. This helps. But if you don't have time to write a longer letter, just those few words are fine.

"We don't want petitions and we definitely don't want form letters. These are ignored. We need letters from individuals.

"We've got a good chance in the Senate. It's going to be a little tougher in the Assembly, but you must write your State Senator and your State Assemblyman and tell him that you're in his district and you want him to vote for that override.

"If you want, you can write to Assemblymen and Senators from other districts. This doesn't hurt a bit, this helps. But we've got to show support.

"By the time the Governor decided to veto AB 1407, he'd only received some seven letters supporting it. When Huey Johnson told the Governor there was no public support for the bill, he believed him."

Hayes said that despite Brown's veto of AB 1407, support for the Sagebrush Rebellion runs strong among the state's elected officials.

"The Lieutenant Governor of the State of California, last Wednesday at a convention in Sacramento, strongly came out once again in favor of the Sagebrush Rebellion. He has vowed to use every power of his office to support the Sagebrush Rebellion.

"He told me last night that he is going to the conference of Lieutenant Governors, where he will speak in support of the Sagebrush Rebellion in front of the Lieutenant Governors of all the states. He will be joined there in support by the Lieutenant Governor of Alaska.

"Attorney General George Deukmejian has assigned a deputy Attorney General to the Sagebrush Rebellion. He is right now compiling data and getting ready to prepare for what legal action will be necessary. If we get an override, they're going to be ready to go immediately. The Attorney General strongly supports the Sagebrush Rebellion.

"The State controller, Ken Cory, is a strong supporter of the Sagebrush Rebellion and has given me assurance that as soon as he has the legislative direction — he is director of the State Lands Commission — that he and the State Lands Commission will do every step necessary to insure the return of these lands to the state."

But for the Sagebrush Rebellion to be successful, you, and we mean *everybody* who reads this, have to do something. Write your Assemblyman, and your Senator, urging support of the AB 1407 Sagebrush Rebellion veto override. •

CYCLE NEWS

clip-n-save statesman list: California style

Political progress means staying in touch

Yep, that's right. If you want laws to benefit motorcycling, or want to stop the ones that are harmful, you've got to let your elected representatives know. Here's where to write with your opinion.

State Senators

Dist.		P	Address
1.	**Ray Johnson**	R	1056 Vallombrosa Avenue, Chico 95926
2.	**Barry Keene**	D	533 "G" Street, Eureka 95501
3.	**Albert S. Rodda**	D	State Capitol, Sacramento 95814
4.	**James W. Nielsen**	R	State Capitol, Sacramento 95814
5.	**Milton Marks**	R	350 McAllister St.(#2045), San Francisco 94102
6.	**John Francis Foran**	D	15 Southgate Ave.(Suite 238), Daly City 94015
7.	**John A. Nejedly**	R	1855 Olympic Blvd.(Suite 140), Walnut Creek 94596
8.	**John W. Holmdahl**	D	22300 Foothill Blvd.(Suite 507), Hayward 94541
9.	**Nicholas C. Petris**	D	1111 Jackson Street(Suite 7016), Oakland 94607
10.	**Marz Garcia**	R	State Capitol, Sacramento 95814
11.	**Alfred E. Alquist**	D	777 North First Street, San Jose 95112
12.	**Jerry Smith**	D	2185 The Alameda, San Jose 95126
13.	**John R. Garamendi**	D	31 East Channel St.(Room 408), Stockton 95202
14.	**Ken Maddy**	D	State Capitol, Sacramento 95814
15.	**Rose Ann Vuich**	D	120 West Tulare Street, Dinuba 93618
16.	**Walter W. Stiern**	D	315 Truxton Avenue, Bakersfield 93301
17.	**Robert P. Nimmo**	R	1303 Garden(Suite 2-B) San Luis Obispo 93401
18.	**Omer L. Rains**	D	Studio 127, El Paseo, Santa Barbara 93101
19.	**Lou Cusanovich**	R	23241 Ventura Blvd.(#300), Woodland Hills 91364
20.	**Alan Robbins**	D	6320 Van Nuys Blvd.(Suite 404), Van Nuys 91401
21.	**Newton R. Russell**	R	815 South Central(Suite 26), Glendale 91204
22.	**Alan Sieroty**	D	11340 West Olympic Blvd., Los Angeles 90064
23.	**David A. Roberti**	D	6640 Sunset Blvd.(Suite 202), Hollywood 90028
24.	**Alex P. Garcia**	D	205 So. Broadway(Room 708), Los Angeles 90012

25. H. L. Richardson	R	735 West Duarte Road(Suite 207), Arcadia 91006
26. Joseph B. Montoya	D	3617 Monterey Avenue, El Monte 91731
27. Robert G. Beverly	R	1611 S. Pacific Coast Highway, Redondo Beach 90277
28. Ralph C. Dills	D	16921 So. Western Ave.(Suite 201), Gardena 90247
29. Bill Greene	D	8514 South Broadway, Los Angeles 90003
30. Diane Edith Watson	D	State Capitol, Sacramento 95814
31. Ollie Speraw	R	State Capitol, Sacramento 95814
32. Ruben S. Ayala	D	353 West 6th St.(Suite 103), San Bernardino 92401
33. William Campbell	R	7624 Painter Avenue(Suite D), Whittier 90602
34. Robert Presley	D	3610 Central Ave.(Suite 608), Riverside 92506
35. John V. Briggs	R	1441 North Harbor Blvd., Fullerton 92635
36. John G. Schmitz	R	State Capitol, Sacramento 95814
37. Paul B. Carpenter	D	1600 North Broadway(#550), Santa Ana 92706
38. William A. Craven	R	550 West Vista Way(Suite 201), Vista 92083
39. Bob Wilson	D	2165 San Diego Avenue, San Diego 92110
40. James R. Mills	D	815 – 3rd Ave.(Suite 201), Chula Vista 92011

State Assemblymen

Dist.	P	Address
1. Stan Statham	R	1415 Court Street, Redding 96001
2. Douglas H. Bosco	D	State Capitol, Sacramento 95814
3. Eugene A. Chappie	R	State Capitol, Sacramento 95814
4. Thomas M. Hannigan	D	State Capitol, Sacramento 95814
5. Jean Moorhead	R	State Capitol, Sacramento 95814
6. Leroy F. Greene	D	P.O. Box 4646, Sacramento 95825
7. Norman S. Waters	D	218 West Pine Street, Lodi 95240
8. Michael Gage	D	920 College Avenue, Santa Rosa 95404
9. Willliam J. Filante	R	State Capitol, Sacramento 95814
10. Daniel E. Boatwright	D	1035 Detroit Avenue(Suite 400), Concord 94518
11. John T. Knox	D	3607 Macdonald Avenue, Richmond 94805
12. Tom Bates	D	3923 Grand Avenue, Oakland 94610
13. Elihu M. Harris	D	State Capitol, Sacramento 95814
14. Bill Lockyer	D	14895 East 14th Street, San Leandro 94578
15. S. Floyd Mori	D	22300 Foothill Blvd.(Suite 415), Hayward 94541
16. Art Agnos	D	315 McAllister(1068 State Bldg.), San Francisco 94102
17. Willie L. Brown, Jr.	D	540 Van Ness Avenue, San Francisco 94102
18. Leo T. McCarthy	D	350 McAllister St.(#1046), San Franciso 94102
19. Louis J. Papan	D	Suite 345E, Serramonte Plaza, Daly City 94015
20. Robert W. Naylor	R	State Capitol, Sacramento 95814
21. Victor Calvo	D	2570 El Camino Real W(#210),Mountain View 94040
22. Richard D. Hayden	R	21060 Homestead Road, Cupertino 95014
23. John Vasconcellos	D	2435 Forest Avenue, San Jose 95128
24. Leona H. Egeland	D	3535 Ross Avenue(#205), San Jose 95124
25. Alister McAlister	D	554 Valley Way, Milpitas 95035
26. Carmen Perino	D	521 South Sharon Avenue, Stockton 95205
27. John Thurman, Jr.	D	930 – 15th Street, Modesto 95354
28. Henry J. Mello	D	1200 Aguajito Road, Monterey 93940
29. Carol Hallett	R	1145 Marsh Street, San Luis Obispo 93401
30. Jim Costa	D	State Capitol, Sacramento 95814
31. Richard Lehman	D	96 Shaw Avenue(Suite 236), Clovis 93612
32. Gordon W. Duffy	R	321 North Douty(#8), Hanford 93230
33. Don Rogers	R	State Capitol, Sacramento 95814
34. Phillip D. Wyman	R	State Capitol, Sacramento 95814
35. Gary K. Hart	D	1129 State Street(Suite 1), Santa Barbara 93101
36. Charles R. Imbrecht	R	3920 East Main Street(Suite B), Ventura 93003
37. Robert C. Cline	R	19240 Nordhoff St.(Suite 208), Northridge 91324
38. Paul Priolo	R	4883 Topanga Cnyn Bl.(#200),Woodland Hills 91364
39. J. Robert Hayes	R	State Capitol, Sacramento 95814
40. Tom Bane	D	5430 Van Nuys Blvd., Van Nuys 91401
41. Patrick J. Nolan	R	State Capitol, Sacramento 95814
42. William H. Ivers	R	State Capitol, Sacramento 95814
43. Howard L. Berman	D	520 S.Sepulveda Bl,(Suite 406),Los Angeles 90049
44. Mel Levine	D	9581 West Pico Blvd., Los Angeles 90035
45. Herschel Rosenthal	D	8425 West Third Street, Los Angeles 90048
46. Mike Roos	D	600 South New Hampshire, Los Angeles 90005
47. Teresa Hughes	D	3253 S. Hoover Avenue, Los Angeles 90007
48. Maxine Waters	D	7900 So. Central Avenue, Los Angeles 90001
49. Gwen Moore	D	State Capitol, Sacramento 95814
50. Curtis R. Tucker	D	#1 Manchester Bl,P.O. Box 6500, Inglewood 90306
51. Marilyn Ryan	R	1815 Via El Prado(Suite 303),Redondo Beach 90277
52. Gerald N. Felando	R	State Capitol, Sacramento 95814
53. Paul T. Bannai	R	1919 W. Redondo Bl.(Suite 107), Gardena 90247
54. Frank Vicencia	D	8040 East Alonda(Suite D), Paramount 90723
55. Richard Alatorre	D	State Capitol, Sacramento 95814
56. Art Torres	D	5261 East Beverly Bl, Los Angeles 90022
57. Dave Elder	D	State Capitol, Sacramento 95814
58. Dennis L. Brown	R	State Capitol, Sacramento 95814
59. Jack R. Fenton	D	1601 West Beverly Blvd., Montebello 90640
60. Sally Tanner	D	State Capitol, Sacramento 95814
61. Richard Mountjoy	R	State Capitol, Sacramento 95814
62. Bill Lancaster	R	372 East Rowland Street, Covina 91723
63. Bruce E. Young	D	12440 E. Firestone Bl.(Suite 305), Norwalk 90650
64. Dave Stirling	R	13601 E. Whittier Bl.(Suite 209), Whittier 90605
65. Bill McVittie	D	12530 Tenth Street(Suite D), Chino 91710
66. Terry Goggin	D	616 Arrowhead Ave.(#202), San Bernardino 92401
67. William R. Leonard	R	State Capitol, Sacramento 95814
68. Walter M. Ingalls	D	3610 Central Ave.(Suite 506), Riverside 92506
69. Ross Johnson	R	State Capitol, Sacramento 95814
70. Bruce Nestande	R	920 Town & Country Road, Orange 92668
71. Chester B. Wray	D	12777 Valley View(#161), Garden Grove 92645
72. Richard Robinson	D	11400 Stanford Ave.(Suite B), Garden Grove 92640
73. Dennis Mangers	D	16371 Beach Bl.(Suite 221), Huntington Beach 92647
74. Marian Bergeson	R	State Capitol, Sacramento 95814
75. David G. Kelley	R	State Capitol, Sacramento 95814
76. Robert C. Frazee	R	State Capitol, Sacramento 95814
77. Jim Ellis	R	8643 Navajo Road, San Diego 92119
78. Lawrence Kapiloff	D	967 Hornblend, San Diego 92109
79. Peter R. Chacon	D	5106 Federal Bl.(#207), San Diego 92105
80. Wadie P. Deddeh	D	815 Third Ave.(Suite 219), Chula Vista 92011

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Desert Hotline

Darren Pritchett screamed his 175 Yamaha to win the CRC Golden Bear H&H.

Pritchett wins CRC Golden Bear H&H on a 175

By Olaf G. Wolff

RED MOUNTAIN, CA, OCT. 7

When the early leaders ran into bad luck, Darren Pritchett moved into the lead and won the California Racing Club's Golden Bear point to point hare and hound, doing it on a screaming Yamaha 175.

Why wouuld anyone in their right mind drive up to five hours in to, if not the heart of, at least the pancreas, of the hot California desert. "Because it's there" partly, but mostly because it's one hell of a good time.

For those who's only experience of the desert goes no further then from the window of a speeding car along U.S. 395, you don't know what you're missing. The desert can be an enchantingly beautiful place with its barren silence, rugged plant and rock formations, and the durable creatures that dwell there.

For someone who hasn't been out to a desert race in a few years, CRC's Golden Bear is one of the best ways to get reacquainted. The 100-mile run to Red Mountain turned out to be more like 73 miles. Twenty-eight miles to the first pit, 11 miles to the second and a fast 34 miles to the finish.

What made the Golden Bear race such a bonus however, was not merely the excellent racing, but also the obvious good time everyone was having in the pits.

The first row of experts were scheduled to start at 9:00 o'clock. There were clearly marked rows for Experts, Amateurs and Novices; Five to a row flagged off every 30 seconds. Starting positions for each class were randomly selected.

A few minutes after 9:00 o'clock, the first row of experts were off. Kenny Upp got the fastest start with Scott Atchison and Steve Davies right on his dust. Thirty seconds later the second row of experts were off. This time Mike Mulconery got off first to lead the way. Mike was pursued by Greg Cammarman, Larry Upp, Dean Miller and Leon Price.

Each following row of riders started without difficulty. It was a very well organized start and went off quite smoothly.

First into the first pit was Kenny Upp, aboard his 250 Yamaha. Second into the pits was Mike Mulconery, piloting his Tracy's-tuned 390 Husky. After what Mike later told us was his fastest pit ever, led by Walt (The Snowman) Mulconery, Mike was off again, about a minute behind Kenny. Both of them were clearly flat-out smokin'.

Most of the riders felt they only needed one pit stop, and flew right past the second.

The course was a fast one. Most of it had been used in previous races and parts had merely been reversed. What was now a steep, winding, sandy downhill, was at one time an uphill.

At two different spots the course crossed the highway, once over U.S. 395 and another time over Trona Road. Riders were warned before the race that they would have to get off their bikes and walk them across, or else be disqualified.

Riders got off and walked, except of course the nine riders that were disqualified. Six more were also disqualified for missing checks. Unfortunately, current points leader Heath Hibbard was among them.

Right after the second pit stop Kenny Upp mistakenly got aimed towards the mini-bike course, making it a mere five miles to the finish, as opposed to 34 for everyone else. Realizing his mistake, Kenny circled back to complete the course the right way. This time however he neglected to walk his bike across the road crossing. A tough break for Kenny.

Somewhere after the second pit stop, Mike Mulconery was the unlucky reciprocate of a rear flat tire, slowing him down enough for Darren Pritchett, Mike Eckhardt and Howard McCasland to motor by.

Pritchett grabbed the lead and kept it, finishing first overall aboard his screaming 175. Mike Eckardt finished second overall, first 250cc Expert. Behind him was last year's overall winner, McCasland at third overall, first Open Expert.

Despite the rear flat, Mulconery finished fourth overall, second Open Expert. Fifth overall, first 250cc Amateur was Jeff Hylton. Pie plater Bruce Jones was sixth, seventh was Scott Atchison, Amateur Greg Johnston was eighth, 250cc Expert Jeff Cannon was ninth and Ed Mundy rounded off the top 10.

Most riders agreed on one thing, it was one fun Sunday morning race.

Results

OPEN AM: 1. Scott Smith; 2. David Reily.
JR/SR: 1. Ray Donnaldson; 2. Tom Baker.
SR: 1. Richard Hughes
NOV: 1. Brian Clark.
BEG: 1. Bill Maddox.
WOMEN: 1. Kim Hansing.
MINI: 1. Barry Crawford.

Thomas, Adams take Vipers' Elsinore GP

By Joyce May

ELSINORE, CA, OCT. 6-7

The Desert Vipers M.C., under the guidance of Bob Tartter, spent many hours of many days through many weeks to develop a course for this grand prix that would be challenging, interesting and as injury-free as possible. According to most rider comments, they accomplished just that. After two hours of weaving, dodging, climbing, sliding downhill and splashing, no rider was able to say he didn't get his money's worth. The Elsinore GP, reborn, was a success.

Saturday

The first race of the day was a melting pot of almost every size of bike, including 100cc Beginner, Novice, Amateur and Expert; 125/175cc Beginner, Novice, Amateur and Expert; Veteran 125/175cc; all the women and all the Seniors.

SRA rider Bob Farr (125cc Amateur) had the lead by the second lap, while SRA's Steve Miranda (125cc Amateur) moved through in the second spot.

Jim Fishback (175cc Expert) was third, pushing hard and waiting for Miranda to make a mistake so he could get by him.

Charlie Hamill (175cc Expert) was in fourth overall, just biding his time and letting the others tire themselves out. The "Snake Pit," a double waterhole on the back side of the hills gave "Wild Man" Hamill a chance to fly at little.

Behind Hamill was Cliff Thomas (100cc Expert), working his way up through the pack. Larry Roeseler, riding a 125cc, was pushing Thomas hard but Thomas didn't want to give an inch. Coming into the MX section, Roeseler moved around him but the course abruptly narrowed with a section of haybales which Roeseler hit, injuring his shoulder and putting him out for the rest of the race.

This duel was followed by another duel between Torsten Corum (125cc Amateur), Tom Allen III (175cc Expert) and "Mr. Endurance" himself, Jim Connolly (125cc MX Expert). Connolly has probably held more top spots in more varied types of motorcycle competition than anyone else in southern California.

Clark Coleman (125cc MX Expert) and D.L. Dorman (125cc Expert), along with Paul Krause 125cc Expert) and Steve Zollinger (125cc Amateur) flew past on the MX stands and on out for the third lap.

On the fourth lap, Farr had dropped out and Fishback had taken over the lead with Hamill now in second.

Thomas was in third with Dorman and Coleman very close behind. By the fifth lap, Thomas had taken the lead and held it for one more lap to the checkered. Hamill and Dorman held their positions, earning first and second in the "C" class.

Connolly took fourth overall, first MXer, while Coleman passed the checkers next, earning the second MX spot.

Gary Charters was the first Senior and Lynette Zuber held on to take the Women's Division honors.

Bill Saltzman, riding in the Senior MX class, took the laurels there, while Bob Torgerson earned the first Amateur title.

Oren Beck, Jr. took second Trailbike Expert behind overall winner Thomas.

Denise DeVines (Amateur) was the first in the MX Women's class to finish, while Jim McGrath (125cc) was the first Novice and Mark Zela (175cc) led the Beginners.

The afternoon race was for unclassified riders, on all sizes of bikes.

Wayne Martin, on a 390 Husky, held the lead for all five laps.

Bill Horn (125 Suz), Chris Vaughan (220 Hus), Larry Holt (250 Suz), Greg Bringle (250 Hon), and Austin Smith (390 Hus) came past the pits next.

By the third loop the riders were beginning to tire and Martin was beginning to really stretch his lead. Vaughan had moved into second while Chuck Cartledge (125 Hus) had moved through the pack and was now running third overall. Bob Cordova was now fourth overall.

The final lap found Martin leading the pack past the checkered, with Ken Matson (400 Hus) moving very well through the pack and taking second overall. Cordova earned a possible third overall with Chathey in the fourth spot.

Hoyt Statham (250 Hus) took the fifth position with Cartledge staying with the big bikes and finishing sixth overall.

Sunday

Sunday morning action was provided by the 250cc and Open Beginner and Novice classes. The entry was large, and as usual for this group, the action was wild and wooly, especially in the "Snake Pit" waterhole

It was C. Inman on a 370 Bultaco who took the lead and retained it for several laps before C. Vaughan (250 Hon) moved in. Brett Cushing held a steady third.

The second lap found R. Skillman (400 Suz) in the fourth overall spot

followed by SRA's J. Liddy (400 Yam) and P. Molnar (390 Hus).

The first 250cc bike was piloted by P. Ikeda (KTM) with D. Grissom (Hus) following in his wake. Bryan Statham was the first Beginner.

By the fourth lap, Cushing had moved into the second spot with D-37's Novice star, Chuck Stearns, who had moved from the middle of the pack on the first loop to third overall, quite an accomplishment.

Grissom was in the fifth spot, followed by Inman and R. Kurisa (250 Bul).

Past the checkered flag, Cushing had moved into the lead, well ahead of runners-up Kurisa, Inman and Statham. Ikeda was the next to be greeted at the finish, with Orlando Apadaca very close behind.

The final race of the GP was for the 250cc and Open Amateur and Expert classes, and the sidehacks, of which there were about 11 entries. The course was watered down during the break and the "Snake Pit" was filled with water again, too. The sidehacks ran a shortened course.

The leader off the first lap was Mike "Sizzlin' Six" Sixbery with MXer Craig Adams nipping at his heels. The course was such that passing almost became a lost art. Jim "Mr. Endurance" Connolly was in the third spot, followed by Ed Zarp, Wayne Martin, Bob Rutten, Max Eddy, Bill Saltzman and Terry Davis.

The leading sidehack, #12, came through next and was really flying. Two more sidehacks, #86 and Odom/Neal completed the first lap as Sixbery came through and headed out onto the third loop. By this time, Sixbery had developed a nice lead.

Sixbery continued to move well off the third lap with Connolly moving into the second spot, followed very closely by Adams. Eddy had moved into fourth overall while Zarp had dropped in behind him.

For the sidehacks, #12 and Odom/Neil were the only two to come through on this lap. Five had gone by the lap before.

Connolly had taken over the lead off the next lap because Sixbery had developed a flat rear tire. Adams stayed close to the new leader, pushing him hard. Eddy held on to his fourth spot while Rutten had taken over fifth place. Number 12 was still the leading sidehack.

MXer Adams took over the lead and held for another lap to the checkered. Eddy moved right up behind him, taking first desert honors. Connolly dropped back to third with Saltzman, Rutten and Davis intermingled with three sidehacks: #12, McMitchell/Saydal and Sanner/Wilcox.

District MX 250cc ace Danny Sanchez was next to take the finish, followed by Senior Bob Doig and Kem Park.

Brad Meredith was the first Amateur to cross the finish followed by Senior 250cc Expert George Zuber and MXer Keith Ehlers.

The mayor of Elsinore and some of the city council came to the raceway to watch the proceedings and evaluate the handling of the event. They walked many of the steep hills along the course, watched the riders and the flagmen, and were very impressed.

The old-style Elsinore GP through the town of Elsinore has a very good chance of being reborn. The final word probably won't come until the first part of next year, but it is something to look forward to. That event might even bring Steve McQueen out of retirement! Who knows?! ●

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Shock No. 76F-1277SP30 **Spring Rate** 112 lb. — 8.9"	Benelli: 250-2C (73/77) CZ: 125, 175, 250cc Sport (76/77) Ducati: Mark 3 and Desmo (to 76) 500 LD Pantah (78) 750 GT (77) 900 SD Darmah (78/79) Harley-Davidson: SS 125, SXT 125 (76) Moto Guzzi: 250 TS (74/77)
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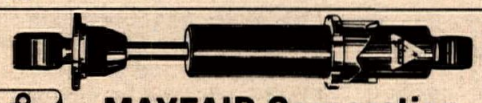
Shock No. 76F-1282 **Spring Rate** 112 lb. 8.9"	Ducati: 350 Twin GTL and 350 GTV (76/79) 500 Twin GTL, 500 Sport, 500 GTV (76/78) 750 GT (75/76) 860 GT and 860 GTS (74/79)
Shock No. 76F-1282SP4 **Spring Rate** 112 lb. — 8.5"	CZ: 125, 175, 250 & 400cc MX (70/75) Kawasaki: F11-250cc & KS-125cc (75) Suzuki: TS-100 (77) TM-250, 400 & TS-250, 400 (72/74)
Shock No. 76F-1282SP20 **Spring Rate** 112 lb. — 8.5"	Maico: MX-250, 360, 400 (70/73) Montesa: Cappra 250 MX (72/73) Cota 247cc (69/74)
Shock No. 76F-1282SP30 **Spring Rate** 112 lb. — 8.5"	Kawasaki: KX-125MX, KX-250MX (75) Penton (KTM): 125, 175, 250MX (72/74)
Shock No. 76F-1282SP40 **Spring Rate** 112 lb. — 8.9"	Honda: CX-500 (78)
Shock No. 76F-1283 **Spring Rate** 112 lb. — 8.9"	BSA: 500, 750cc (All)
Shock No. 76F-1283 **Spring Rate** 101 lb. — 9.5"	Harley-Davidson: XL, XLH, XLCH Sportsters (79)

KONI PART NO.	APPLICATION
Shock No. 76F-1283SP4 **Spring Rate** 112 lb. — 8.9"	Suzuki: TS-250, 400 (75/77)
Shock No. 76K-1311 **Spring Rate** Fitted w/126 lb. Springs	Yamaha: XS-1, XS-2 500cc (71/74)
Shock No. 76K-1314 **Spring Rate** Fitted w/84 lb. Springs	Yamaha: TD-2, TD-3, TR-2, TR-3 & TZ-350 (71/75) TZ-700, TZ-750 (73/75)
Shock No. 76F-1325 **Spring Rate** 112 lb. — 8.5"	MV Agusta: 750 GT & S (71/77)
Shock No. 76F-1329 **Spring Rate** 112 lb. — 8.5"	Benelli: 500 Quattro (74/77)
Shock No. 76K-1335 **Spring Rate** Fitted w/9.5" Spring	Kawasaki: KT-250 Trial (75/76) Yamaha: MX-125, 250, 360 (73/74)
Shock No. 76F-1349 **Spring Rate** 101 lb. — 9.5"	Yamaha: DT-2, DT-250, RT-2 & DT-360 (73/74)
Shock No. 76N-1357 **Spring Rate** Fitted w/9.5" Spring	Honda: Elsinore CR-125M, CR-250M (73/75) MT-125, 250, MR-175, 250 (73/76)
Shock No. 76F-1358 **Spring Rate** 112 lb. — 8.9"	Rokon: RT-340 Enduro, MX-340 (74/75)
Shock No. 76F-1358SP30 **Spring Rate** 112 lb. — 8.9"	Maico: MC-250, 400 (74/75) Penton (KTM): 125, 175, 250, 400GS (75) Yamaha: TT-500, 500 XT Enduro (76)
Shock No. 76F-1373 **Spring Rate** 112 lb. — 8.5" Plus Spacer	Norton: Commando 750cc & 850cc (69/77)
Shock No. 76F-1374 **Spring Rate** 95 lb. — 7.3"	Honda: CB-125 & CB-200 (71/78)
Shock No. 76K-1378 **Spring Rate** 78 lb. — 9.5"	Honda: XL-175, XL-250, XL-350 (73/76)
Shock No. 76V-1381 **Spring Rate** 112 lb. — 8.5"	Husqvarna: 125, 250, 400cc MX (72/74) 250cc WR & 400cc CR (to 75)



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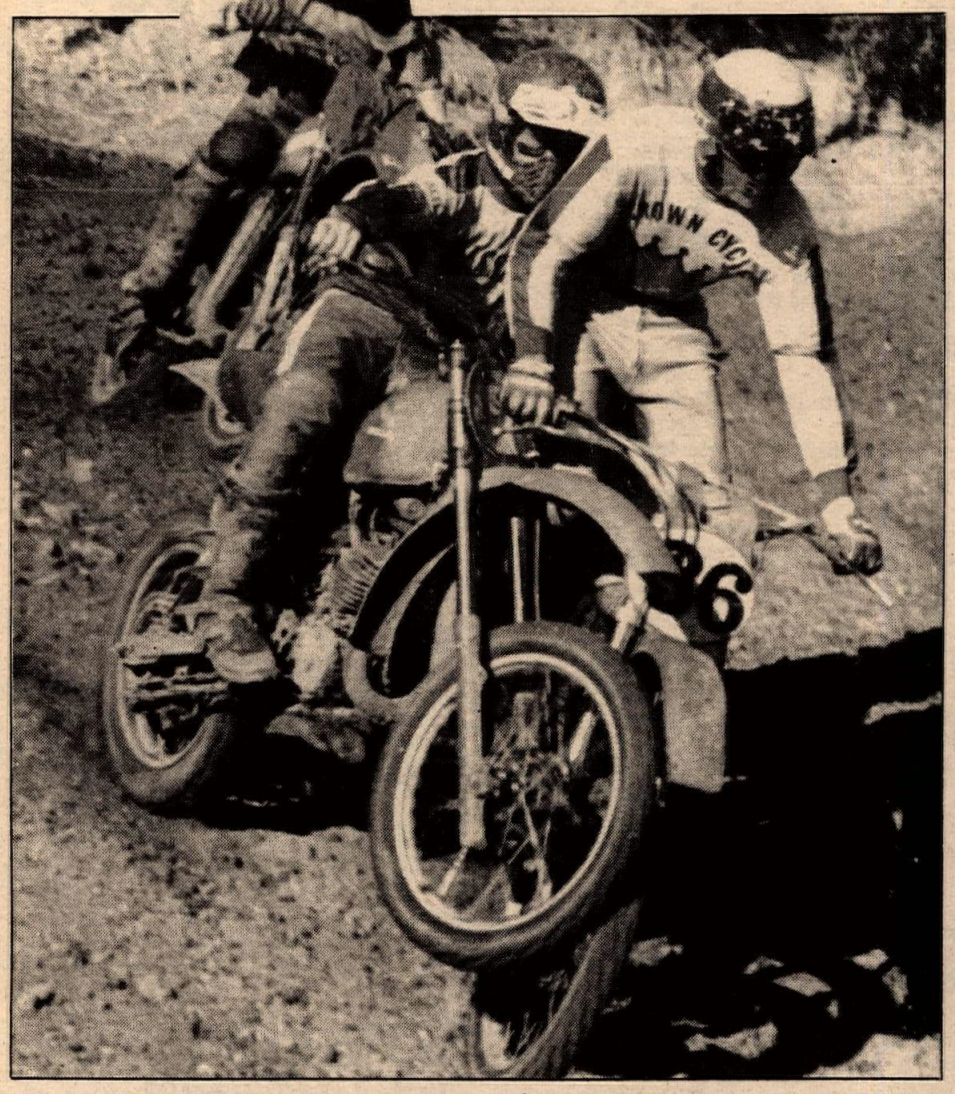


Marty Smith and 250cc Pro winner Greg Zitterkopf (36) tangle at DeAnza.

DeAnza MX to Zitterkopf

By Ron Lawson

SUNNYMEAD, CA, OCT. 7

It was Maico versus Maico at DeAnza Cycle park in a close duel between Crown Cycle's Greg Zitterkopf and Bill's Cycle rider Darryl Lumbattis. Right from the start of moto one they were side by side and going for it, but on the first lap Lumbattis dropped back briefly and let Marty Smith (Hon) take over second place. Smith then started dicing with Zitterkopf, sometimes trying to stick a front wheel where there just wasn't enough room. On the fourth lap the battle was still raging and Lumbattis had come up from the rear to join in, then Smith tried to take the lead in a difficult off camber spot and found himself tangling with Zitterkopf. Smith went down and Zitterkopf managed barely to save it, but lost the lead to Lumbattis. From there on in it was Lumbattis in front as Zitterkopf dropped off his pace with jetting troubles. Coming in third place was Bob Stephenson (Suz) over Keith Brajevich (Kaw) and Chris Tarvin (Hon).

Round two saw Zitterkopf grab the holeshot and lead all the way. Lumbattis was in second by the end of lap one but he was never quite able to put a pass on the leader. In the late laps Zitterkopf's lead grew considerably as they got into lapped traffic, but on the last go 'round Lumbattis put in all out drive to come up and finish only a few feet behind. Smith came in third but his first moto finish of sixth gave him fourth overall behind Stephenson who was fourth in the last round. Rounding out the top five was Tarvin again.

Results

PEE WEE: 1. Sean Gasper (Hon); 2. Allan Brehm (Yam).
PEE WEE: 1. Larry Moore (Suz); 2. Michael Michetti (Hon).
MINI BEG: 1. Thomas Combs (Suz); 2. Mitch Shacklett (Yam).
MINI NOV: 1. Bob Swain (Yam); 2. Mike Thompson (Kaw); 3. Trini Camarena (Suz).
125 BEG: 1. Tom Thomsen (Yam); 2. James Blau (Hon); 3. Mark Reulman (Suz).
125 INT: 1. Varney Holbrook (Suz); 2. Foster Edwards (Yam); 3. Tony Camarena (Hon).
250 BEG: 1. Peter Cervantes (Yam); 2. Curt Saddlemire (Yam); 3. Carin Cartwright (Suz).
250 NOV: 1. John Yanchura (Yam); 2. Mark Steadman (Yam); 3. Dale Ream (Hon).
250 INT: 1. Mark Branch (Suz); 2. Scott Lantz (Hon); 3. Kinney Jones (Hon).
250 EX: 1. Greg Zitterkopf (Mai); 2. Darryl Lumbattis (Mai); 3. Bob Step-henson (Suz).
OPEN BEG: 1. Keith Wisegarver (Hus); 2. Chuck Palmer (Yam).
OPEN NOV: 1. Pat Longfellow (KTM); 2. Angelo Ficarotta (Yam); 3. Tim Holcombe (Yam).
OPEN INT: 1. Tom Shepherd (Suz); 2. Rollin Smith (Hus); 3. Roy Burton (Suz).
OPEN EX: 1. Jim Lowe (Hon); 2. Mike Said (Mai); 3. Eddie Michetti (Yam).
VETS: 1. Ron Brehm (Yam); 2. George Anderson (Suz); 3. Steve Symanski (Mai).

Over 500 show at CRC/Kal-Gard stadium qualifier

By Nanette Marie

VALENCIA, CA, OCT. 7

Kal-Gard Racing Lubricants and the California Racing Club converged upon a revised International Track at Indian Dunes to bring in excess of 500 riders a full day of racing, which qualified the day's top competitors to ride in the Anaheim Amateur National Championships on Sunday, Nov. 18, the night after the final Supercross event of the year. While there was no significant purse up for grabs Sunday, the good folks from Kal-Gard put up over $2600 in in-house service and product gift certificates, along with hordes of Chain-Kote to other participants who didn't win one of the certificates.

Despite the no-purse, the usual 100% Pro payback was up in all three

Bill Ovelette took third at CRC.

Professional classes, and taking home the overall victories were Al Baker's Johnny O'Mara, Mike Shoemaker and DG's Tim Locey.

The first Pro class to get underway was the 250cc division, which stacked 28 riders on the gate. In moto one Cole Bros. Suzuki rider Tracy Oswell grabbed the holeshot, with Mike Shoemaker, Joe Suebert and Tim Locey in tow. By the end of the first lap Oswell had begun to stretch a slight lead over Shoemaker, and Locey was right on Suebert's Kawasaki. At the sharp right turn on the end of the front straight, Locey slipped by for third, then set out after Shoemaker's International Yamaha. The drive brought both of them within striking distance of Oswell, but Shoemaker couldn't pull out a move to take the lead. Instead, Locey shot by both Shoemaker and Oswell, then powered off to the checkered flag, leaving Oswell holding off Shoemaker, with Suebert fourth and Craig Cole fifth.

Shoemaker was determined to get a better position in round two, and as the pack rounded the first turn, Shoe again found himself in second, this time behind Pete Snorteland. Snorteland held the lead for the first few laps of the moto, but Shoemaker slipped by and set sail for a win. Locey suffered a bad start and had to work his way out of mid-pack, and he mounted a moto-long charge that brought him past Oswell, Bryan Hayes, and Brian Chereshkoff. At the flag Shoemaker took the win and overall, with Snorteland second, and Locey third, but second overall. Snorteland's 20th in moto one put him out of the money. Third and fourth overall went to Oswell and Suebert, followed by Kurt Sturgeon.

Johnny O'Mara made his usual romp on the 125cc class, which put 22 riders into the first turn together. In round one O'Mara grabbed the holeshot on his brand new Mugen, a white-framed mount with a CR125R powerplant, and proceeded to run away from everybody in the race. Back in second, LOP's Gary Denton was fighting off the strong charges of DG's Chris Heisser, while A.J. Whiting riding for Kal-Gard, put heavy pressure on the DG Honda. The entire moto, these three were neck and neck, but no ways near close to catching O'Mara. When the checkers flew, the order held firm, with fifth going to another Kal-Gard rider, Bobby Kline.

Moto two saw O'Mara again grab the holeshot, but up in the first turn Bobby Kline squeezed his Kal-Gard American Honda into the lead underneath O'Mara. This set up the best battle of the day as O'Mara hounded Kline for eight of the 10 laps in the moto. Finally, as the duo headed for the white flag, O'Mara took an inside line in the sandwash, and slid underneath Kline for the lead, much the same way Kline took over earlier. From there it was all O'Mara as he took the win and overall with Kline second, and fourth overall. Heisser and Denton went at it again, but this round belonged to Heisser, as Denton had to come from a bad start to catch the DG Honda. Heisser went away with second overall, and Denton took third.

In Open Pro action, Dave Haugh holeshot the first moto, with Tim Locey and Bill Ovellette right behind. For the first three laps, Haugh put in a strong ride, but at the halfway point in the race, Locey slipped by when Haugh blew it in a corner. From there Locey roosted off to a good lead and the win, while Haugh and Ovellette ran 2-3 to the finish. Premier Yamaha's Ted Hoyt picked up fourth ahead of Ronnie Gibson, and Joe Price grabbed sixth after getting knocked down early in the race.

Moto two saw Wheelsmith's Ed Arnet take the early lead, while Locey struggled to catch up. With Arnet's 12th in the first moto, Locey had no need to overtake the Maico rider, and sat back into second for the entire moto and took the overall win when the checkers flew. Second overall went to Ovellette with his 3-3 finishes, and Haugh picked up third with a 2-4.

Results

125 PRO: 1. John O'Mara (Mug); 2. Chris Heisser (Hon); 3. Gary Denton (Yam).
500 PRO: 1. Tim Locey (Yam); 2. Bill Ovellette (Yam); 3. Dave Haugh (Mai).
250 PRO: 1. Mike Shoemaker (Yam); 2. Tim Locey (Yam); 3. Tracy Oswell (Suz).
MINI NOV: 1. Cam Johnson (Yam); 2. Chris Taylor (Yam); 3. Frank Darr (Suz).
PEE WEE: 1. Kuyle Johnson (Suz).
JR CYCLES: 1. Kyle Lewis (Suz); 2. John Mathews (Suz).
JR EX: 1. Lance Johnson.
MINI BEG: 1. Alan Lippie (Yam); 2. Gary Ybarra (Kaw); 3. Scott Papenfus (Yam).
MINI INT: 1. Tom Stout (Yam); 2. Skip Godinez (Kaw); 3. Steve Van Duze (Yam).
MINI EX: 1. Erik Kehoe (Yam); 2. Louie Franco (Yam); 3. Larry Brooks (Suz).
100 NOV: 1. Jim Boyd (Suz); 2. Kirk Belto (Yam); 3. Zoli Meszaros (Yam).
100 BEG: 1. Eric Silgero (Suz); 2. Blake Vitali (Yam); 3. Melinda Smith (Yam).
100 INT: 1. Jon Tarner (Yam); 2. Brand Johnson (Suz).
100 EX: 1. Todd Broussard (Yam).
250 INT: 1. Ron Willison (Mai); 2. Jay Van Caup (Hon); 3. Tracy Travis (Yam).
250 INT: 1. Jim Coffey (Yam); 2. Jose Gonzales (Yam); 3. Dan Walker (Hon).
250 NOV: 1. Randy Owen (Suz); 2. Jeff Jones (Yam); 3. Bob Tordan (Suz).
250 BEG: 1. David Simpson (Yam); 2. Marty Ruiz (Yam); 3. Marco Galluzi (Hon).
250 BEG: 1. Rubin Jovis (Yam); 2. Leslie Armbruster (Yam); 3. Doug Russell (Yam).
125 INT: 1. Sean Gelbey (Yam); 2. Rick Miller (Yam); 3. Larry Baker (Hon).
125 INT: 1. Erik Kehoe (Yam); 2. Steve Hutchen (Yam); 3. Matt Whiting (Yam).
125 NOV DIV 2: 1. Chris Price (Suz); 2. George Andrews (Suz); 3. Jose Hernandez (Suz).
125 NOV DIV 1: 1. Dennie Hulen (Yam); 2. Karl Allen; 3. Mark Maynor (Suz).
125 BEG DIV 2: 1. Jeff Dahlgren (Yam); 2. Ed McMillen (Hon); 3. Bobby Jones (Yam).
CRC VET SR: 1. Ken Ratzloff (Mai); 2. Rick Hall (Yam); 3. Pat Murphy (Mai).
VET INT: 1. Dinky Denny (Yam); 2. Soni Mount (Yam); 3. Jerry Johnson (Yam).
VETS JR: 1. Jim McIntyre (Suz); 2. Dan Shannon (Mai); 3. Earl Nichols (Yam).
125 BEG DIV 1: 1. Mark Day (Hon); 2. Bruce Bartels (Hon); 3. Kevin Holmes (Suz).
500 INT: 1. Bob Schulz (Yam); 2. John Rudder (C-A); 3. Scott Kile (Mai).
500 NOV: 1. Eric Dattola (Yam); 2. Dan Cherrier (Mai); 3. John Padilla (Suz).
500 BEG: 1. Brian George (Kaw); 2. John Rivera (Yam); 3. Mike Gatzon (Yam).

Rerun racing at Corona

By Ron Lawson

CORONA, CA, OCT. 5

The story at Corona Raceway was a familiar one last week, as Redlands Suzuki's Marty Miller

won the 250cc Pro class while Craig Dale wheelied away with the 125cc Pro win on his Husky. Miller's win didn't come easy, though, with plenty of competition from Can-Am-mounted Juan Benavidez and Crown Cycle's Greg Zitterkopf (Mai).

The first holeshot, in fact, went to Benavidez while Miller rattled handlebars with Zitterkopf and Jim Tarantino (Suz). The four of them formed a little battle of their own in the early laps, putting a big margin between themselves and the rest of the pack which, by lap two, was led by Ted Hoyt (Yam). The race remained static for five laps with no passing at all, but then on the same lap both Benavidez and Tarantino, who had been in fourth, ran into trouble. Going into a turn with Miller right on his tail, Benavidez locked up his front brake and went down. He fell back to fifth place but then Tarantino dropped out of the race with mechanical trouble, moving Hoyt into third and Benavidez into fourth. In the remaining laps the race between Miller and Zitterkopf heated up but on the last lap Zitterkopf's Maico blew a hole in its piston, ending his race for the night. At the line it was Miller, Hoyt, Benavidez, Eric MacCracken (Hus) and Chris White (Yam).

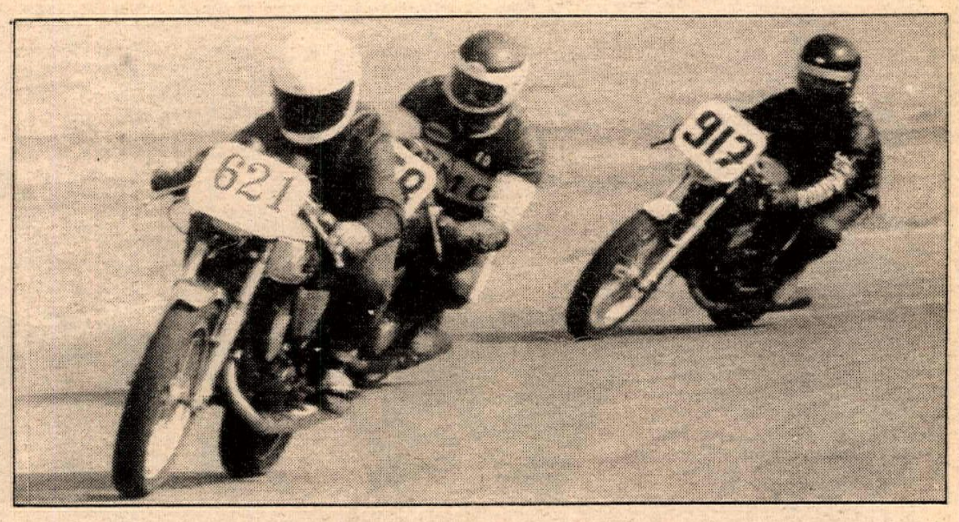
Round two saw Miller grab the holeshot and walk away with the race. The entire moto was a parade with Miller up front every lap followed by Hoyt, Mike O'Drisioll (Suz) and MacCracken. The only race was for fifth between Scott Wilkinson (Hon) and White with White eventually coming out on top. Overall it was Miller, Hoyt, MacCracken, White and Wilkinson.

The 125cc Pro class couldn't even be called a race. There just wasn't another rider there that could hold a candle to Dale. In both rounds he started in about fourth place but took the lead within a quarter of a lap. In the last laps of the first moto came the only challenge to Dale's supremacy when his Husky began to sputter and slow down. Andy Orescanin (Suz) instantly cut Dale's lead down from 15 seconds to about seven seconds, but then the trouble began to clear and Dale was on the gas again. At the line it was Dale, Orescanin, Andy Northrup (Suz), Rick Rodgers (Kaw) and Todd Peterson (Suz).

The next race was again Dale's all the way. Peterson held second in the early laps but he dropped out, giving the spot to Troy Lee (Suz). Orescanin was third across the line but nailed second overall ahead of Northrup, Lee and Dave Coyle (Suz).

Results

MINI BEG: 1. Roger Ebling (Kaw); 2. Scott Lastrow (Suz); 3. Scott Yanzer (Yam).
MINI INT: 1. Chris Taylor (Yam); 2. Jason Rincon (Kaw); 3. Harold Grigsby (Suz).
100 NOV: 1. Pat Schreffler (Yam); 2. Chris Fleming (Yam); 3. Mike Fedrow (Yam).
125 BEG: 1. Bob Long (Suz); 2. Craig Cable (Suz); 3. Jeff Frye (Suz).
125 BEG: 1. Gary Harris (Suz); 2. Glenn Thomas (Suz); 3. Donnie Luce (Yam).
125 BEG: 1. Scott Everett (Suz); 2. Darrell Contreas (Hus); 3. Alonzo Floyd (Suz).
125 NOV: 1. Dennis Hulin (Yam); 2. Rick Vanderham (Yam); 3. Chuck Gettis (Yam).
125 INT: 1. Rick Jackson (Suz); 2. Pat Weber (Suz); 3. Scott Seeley (Suz).
125 PRO: 1. Craig Dale (Hus); 2. Andy Orescanin (Suz); 3. Andy Northrup (Suz).
250 BEG: 1. Ed Reyes (Kaw); 2. Ross Hoecker (Yam); 3. Dave Freeman (Yam).
250 BEG 1. Mark Mason (Kaw); 2. Tom Thompson (Yam); 3. Robert Tippt (Suz).
250 NOV: 1. Cam Harris (-); 2. Greg Carson (Yam); 3. Ron Rehnquist (Yam).
250 INT: 1. Jerry Black (Mai); 2. Gary Sherohman (Yam); 3. Robert Esparza (Yam).
250 PRO: 1. Marty Miller (Suz); 2. Ted Hoyt (Yam); 3. Eric MacCracken (Hus).
OPEN BEG: 1. Carl Horton (Yam); 2. Dana Dumond (Yam); 3. Clark Dalton (Yam).
OPEN NOV: 1. John Blakeney (Hus); 2. Mark Speck (Yam); 3. Jim Payton (Hus).
OPEN INT: 1. Ladell Eide (Suz); 2. Mike Hair (Yam); 3. Robert Casper (Yam).



Howard Monrise leads Ed Toomey and Danny Sotelo in ARRA 410cc Production.

Baeder doubles at ARRA Ontario RR

By Jim Lester

ONTARIO, CA, SEPT. 30

The American Road Racing Association played host to over 100 pavement specialists, as they raced Ontario backwards for the first time.

Glen Shopher (Yam) jumped off to a big lead in 250cc GP, with Barry Elliott (Yam), Mike Baeder (Yam), and Leland Hancock (Yam) battling for second. Barry held onto second for the first four laps, with Baeder finally moving past him on lap five. Hancock made his move on the eighth lap, slipping into second, with Baeder third, and Elliott fourth. Shopher, meanwhile, proved the old racing adage, that "to finish first, you first have to finish," when he threw his bike down the road in the infield on the last lap. Seeing Glen's misfortune, first

(Continued to page 26)

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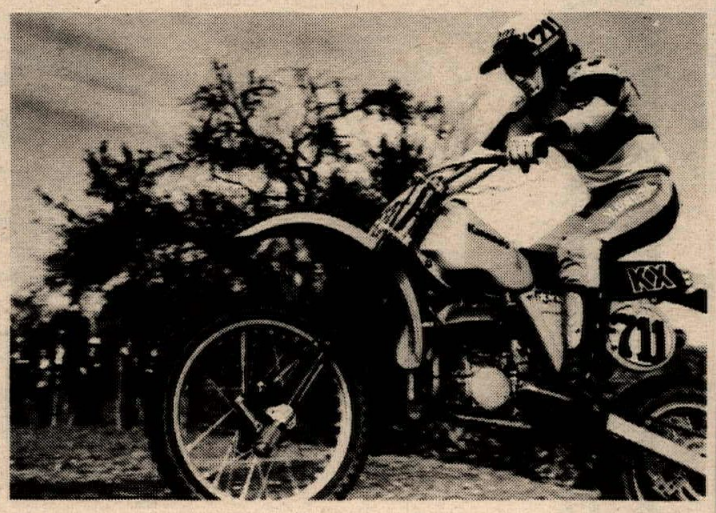
A two
win for K

"Bad Brad" Lackey is back in the U.S.A. and he's winning. At the Unadilla Valley Sports Center. Brad almost took both motos, but a fall in the last lap of the first prevented him from picking up the double. Mechanic Steve Stasiefski primed up the Kawasaki KX420 Uni-Trak™ and Kawasaki's mean green monster blew away the competition. When "Bad Brad" comes back, he comes back strong. As he once put it, if you ain't got the greens, you're gonna get the blues.

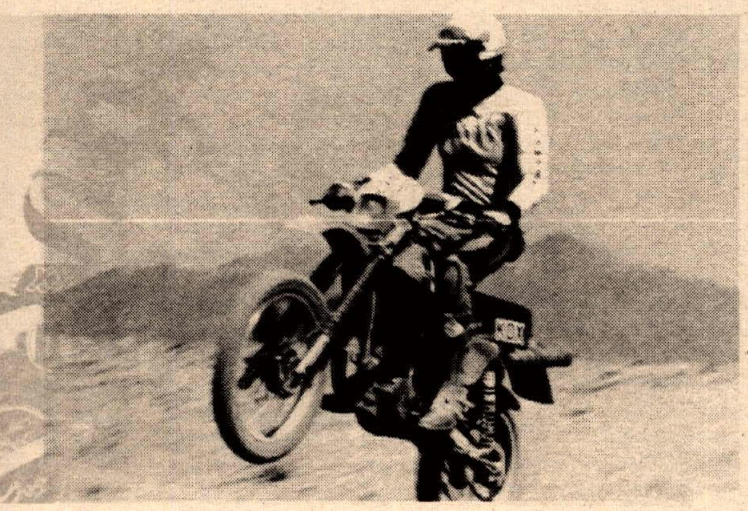
Mike Hannon, as cool as ever, won the Cal State 100 mile AMA National Enduro in Lucerne Valley



Kaw

Heh

fisted
awasaki.



last week. It was an unbelievable course...hot, dusty and rocky, a real suspension eater...but Hannon and his Kawasaki KDX400 were more than equal to it. Whether it was barrelling through the dust or crawling through a 3 mph section past guys carrying their bikes, the KDX400 really showed its superiority. In fact, Hannon only dropped six points in the whole enduro.

If you'd like to check out the KDX400, see your local Kawasaki dealer, and don't let the good times pass you by.

asaki

h, heh.

Western hotline

Mike Shoemaker leads AME winner Greg Robertson.

King Richard Saxton took the Pee Wees in AME's Cal Mini Series.

(Continued from page 23)

Baeder, then Elliott repassed Hancock before the checkered flag.

Whitney Blakeslee (Champion Kawasaki, 1:47 laps) took early command of the Open Production race. Aaron Post was in second place overall, two and a half seconds back when he crashed at the tight "turn one" left-hander on lap two. Blakeslee held a six and a half-second lead over 750cc class winner Mike Spencer (Kaw) by the halfway flag, followed by Steve Gilbert (750 Hon), Mark Shelton (Kaw), and Kevin Bracken (Duc). Whitney was ahead by nine seconds at the end of the 10-lap race. Howard Monise (400 Yam) was first in the 550cc class ahead of Ed Toomey (Yam).

Mike Baeder (Yam, 1:43) blazed to a 10-second lead after three laps of Open GP, ahead of Barry Elliott (Yam) and Roberto Pietri (Suz GS1000), who had been last off the line. Pietri was third overall at the finish, but first in the Open class. Baeder was first in the 500cc division, with Elliott second, now leading the class in points 28-13 over fourth place finisher Leland Hancock (Yam).

Pat Eagan (Hon) broke a long string of Yamaha victories in the 410cc Production class, but it definitely wasn't easy. He and Howard Monise (Yam, 1:51) were side-by-side the first nine laps of the race (a continuation of their battle from Riverside the week before). Class points leader Ed Toomey, seven seconds off the pace, seemed content to consolidate his points lead over Rob Selvey. Eagan held a narrow lead going into the final lap, and with Monise apparently missing a shift in the infield, he took the checkered flag with three seconds to spare. The 410cc Box Stock class also provided an exciting finish, as Dave Behrendt (Yam) overtook race-long leader Dan Diaz (Yam) in the final turn, as Dan glanced over his shoulder.

With the Oct. 14 double points race at Willow Springs coming up, several points battles tightened up considerably. Paul Manning's second place in 200cc GP behind double-winner Jim Collins (200 Prod, too) gives him a 27-24 lead over Terry Nelson; and Gary Patton moved ahead of Jackie Botti 30-27 with a win in 250cc Production. Mike Spencer's win tied him for the lead with Tom Hayner in the 750cc Four-Stroke GP class, and his victory in 750cc Production gives him a 27-23 lead over Mark Shelton.

Results

Beg; 1. Paul Horn (Suz); 2. Jeff Braught (Yam); 3. Richard Soloway (Yam).
50 GP: 1. Frank Gariavolia (Suz); 2. Roy Aguilo (Suz); 3. Scott Hale (Itj).
100 GP: 1. Dusty Behrman (Hon).
200 GP: 1. Jim Collins (Yam); 2. Paul Manning; 3. Joseph Daigle (Yam).
125 GP: 1. Todd Brown (Suz); 2. Bob Dewitt (Hon); 3. Roger Badders (Hon).
250 GP: 1. Mike Baeder (Yam); 2. Barry Elliott (Yam); 3. Leland Hancock (Yam).
500 GP: 1. Mike Baeder (Yam); 2. Barry Elliott (Yam); 3. Leland Hancock (Yam).
OPEN GP: 1. Roberto Pietri (Suz); 2. Rick Mitchell (Hon); 3. Terry Nelson (Kaw).
4 STROKE GP 500: 1. Steve Schrader (Hon); 2. Jeff Gehrs (Suz); 3. Jim Labine (Hon).
4 STROKE GP 750: 1. Mike Spencer (Kaw).
4 STROKE GP OPEN: 1. Chuck Parme (Kaw); 2. Roberto Pietri (Suz); 3. Ted Miller (Suz).
125 PROD: 1. Richard McClanahan (Yam); 2. Jim Lester (Can-Am); 3. Greg Bush (DNF).
200 PROD: 1. Jim Collins (Yam); 2. Paul Manning (Can-Am); 3. Joseph Daigle (Yam).
250 PROD: 1. Gary Patton (Yam).
410 PROD: 1. Pat Eagan (Hon); 2. Howard Monise (Yam); 3. Ed Toomey (Yam).
550 PROD: 1. Howard Monise (Yam); 2. Ed Toomey (Yam); 3. Dan Cashew (Yam).
750 PROD: 1. Mike Spencer (Kaw); 2. Steve Gilbert (Hon); 3. Mark Shelton (Kaw).
OPEN PROD: 1. Whit Blakeslee (Kaw); 2. Kevin Bracken (Duc); 3. Bob Oman (Suz).
BOX STOCK 410: 1. Dave Behrendt (Yam); 2. Dan Diaz (Yam); 3. Jeff Braught (Yam).
BOX STOCK 750: 1. Mark Shelton (Kaw); 2. Steve Gilbert (Hon); 3. John Matlock (Hon).
BOX STOCK OPEN: 1. Whit Blakeslee (Kaw); 2. Aaron Post (Suz); 3. Paul Horn (Suz).
CAFE 500: 1. Steve Schrader (Hon); 2. Randy Drusen (Yam); 3. Jeff Gehrs (Suz).
CAFE 750: 1. Mike Spencer (Kaw).
CAFE OPEN: 1. Chuck Parme (Kaw); 2. Roberto Pietri (Suz); 3. Tom Ballantyne (Suz).

Turner, Robertson, Locey take AME $1000 MX

By John Rocha

VALENCIA, CA, SEPT. 30

Indian Dunes' Shadow Glen track was the battle ground, with $1,000 and double points offered by American Motocross Enterprises.

The first battle was the Open Pro class, and with 28 entries, some heavy combat was likely. First out of the gate was Yamaha-mounted Andy Jannings followed by Tim Locey and Greg Robertson, with the likes of Goat Breker in 19th and Ron Turner around 25th. Robertson quickly passed Locey, and five laps went by with little change.

However, as they came around for lap six, Locey was running first and had a sizeable lead over Joe Root and Dave Haugh. Jannings and Robertson went down when Robertson tried passing for the lead.

By the eighth lap, Locey had a 10-second lead over Root and Haugh, with Jannings seventh, Breker ninth and Robertson 10th. Things started happening fast as Haugh passed Root for second, and a multi-bike pile-up took out Root, Mark White and Bill Ovelette, who had been occupying third through fifth. Breker quickly tagged up to Haugh's rear fender and tried everything to get around Haugh, but had to settle for third. Fourth went to White and Bill Hagen finished fifth.

Jannings took the lead in the second moto, followed by Ovelette, White, Locey, Breker and Hal Strauss. On the second lap, Ovelette fell back to fourth, with Locey taking second away from White a lap later.

At the halfway point, Locey slipped past Jannings for the lead, with Breker piloting his Husky into third behind White and ahead of Jannings. With eight laps down, Breker was gaining a few seconds a lap on Locey with White third, Ron Turner fourth and Strauss fifth.

With the white flag out, Locey could feel Breker breathing down his neck; in every turn Breker tried to get a wheel underneath. Locey held off the hard charging Husky rider for the overall win. Breker was second overall with White third and Turner (9-4) took fourth.

In the first 250cc Pro moto, Greg Robertson and his Wheelsmith Maico arrived at the first turn first with Tracy Oswell, Bobby Kline, Tim Locey and Mike Shoemaker in pursuit. On the third lap, Oswell went down while Kline took over second and Shoemaker blew by Locey for third. Pete Snorteland was running fifth, followed by Ron Turner and Goat Breker. On the fourth lap Shoemaker fell and got up running in ninth.

By the sixth lap, Robertson had opened up a nice lead. Locey had taken over second with Turner third and Kline fourth. Two laps later though, Turner passed Locey for second with Shoemaker taking over fourth. Shoemaker was slowly gaining on Locey, but Breker was doing likewise and a little faster to boot. As the checkered came out, Robertson cruised in for the win ahead of Turner and Locey. Breker slipped past Shoemaker for fourth.

As they headed for turn one in the second moto, Shoemaker led the way and Kline and Robertson headed the pursuit. Robertson zapped Kline on the first lap while Shoemaker put about three seconds between himself and Robertson. Brett Cross held down fourth ahead of Locey and Turner.

At the halfway point, Robertson took the lead away from Shoemaker with Kline running a distant third. But in the next two laps, Goat Breker moved from seventh to third as Kline stalled his engine and lost three spots. After Locey was passed by Breker, Turner picked up the same idea and started moving up. As the race wore down, Shoemaker picked up his pace and started reeling in Robertson, but Robertson was still in the lead as the checkered flag flew. Turner passed Breker for third and Locey finished fifth. Overall, it was Robertson, Turner, Shoemaker and Breker.

"Radical Ron" Turner raced Luft Yamahas in all three Pro classes, and victory was his in the 125cc ranks as he posted a 2-1 moto tally. Jim Holley took second over first moto winner Chris Heisser and Paul Emerson.

Results

500 PRO: 1. Tim Locey (Yam); 2. Goat Breker (Hus); 3. Mark White (Mai).
250 PRO: 1. Greg Robertson (Mai); 2. Ron Turner (Yam); 3. Mike Shoemaker (Yam).
125 PRO: 1. Ron Turner (Yam); 2. Jim Holley (Yam); 2. Chris Heisser (Hon).
VETS EX: 1. Pat Murphy.
500 INT: 1. Bob Schulz (Yam); 2. Karl Nelson (KTM); 3. Buddy Bosh (Yam).
250 INT: 1. Todd Clark (Suz); 2. Mark Amendola (Yam); 3. Randy Harven (C-A).
125 INT: 1. John Langhammer (Yam); 2. Erik Kehoe (Yam); 3. Pat McConnell (Yam).
500 JR: 1. Robin Garinski (Suz); 2. Dave Pintar (Mai); 3. Malcolm Scott (Suz).
125 JR: 1. Mark Maynok (Suz); 2. Randy Johnson (Suz); 3. Mark Davis (Suz).
100 JR: 1. Zoli Meszaros (Yam); 2. James Bennette (Suz); 3. Mike Pryor (Suz).
500 BEG: 1. Henry Johnson (Yam); 2. Dale Ball (Yam).
100 BEG: 1. Mike Scherer (Yam); 2. Melinda Smith (Yam).

AME wraps up Cal Mini Series

By Judy Greenberg

Photo by Bob Greenberg

VALENCIA, CA, SEPT. 30

Riders battled down to the wire at the final event of the AME California Minicycle Championships, held on the reversed International Course and sandwash at Indian Dunes.

Blue and gold super trophies awaited the series winners, along with gift certificates from S&W, and contingencies from U.S. Suzuki, Duralube, West Cycle and AME.

The lucky winners of the 1980 RM's awarded by U.S. Suzuki, were Pee Wee rider Joseph Lane (RM60), Junior Cyclist Kyle Lewis (RM80), and 83cc Expert George Holland (RM100). Sean Frampton and Frank Ciolkosz came out on top of their classes, and won a stay at the U.S. Suzuki School of Motocross.

Racing grew tight at this last event, with double points at stake. Rudy Dickinson led the first gate of 12 and over Modified 83cc Intermediates from start to finish. Pat Galan (R&D) was hot on his tail while being pressured by Skip Godinez. As the battle heightened, Galan went down in the bottom of a sand loop. Godinez and Todd Campbell joined him, and Tom Stout took over second. Godinez was first up to finish third.

The second time Campbell stayed with Dickinson, and took over when he ran into trouble. Godinez put the pass on Stout for second, and Dickinson finished fourth. Dickinson needed that first place win to cap the series, but settled for second overall behind Godinez.

Allen Hopper (D&N) put in another day of solid racing for back to back wins and the series title for the 125cc Intermediates. The well-liked 14-year-old from Ridgecrest will now enter the Pro ranks, but will be missed by his fellow Intermediates. Robbie Brown finished with the series second, despite a bit of bad luck in the final.

Kyle Lewis led Doug Fisher and Shane Trittler in points for the Junior Cycle Modified Juniors as they left the gate this last time. Trittler took wins in both motos, as Fisher tried to take second from Lewis. They both went down in the last lap, but Lewis maintained second, and the edge in points for the series win.

Fresno's Frank Ciolkosz has spent most of the series in front of a large pack of 83cc 12 and over Stock Juniors. The first moto was no exception, as Ciolkosz left the action behind, with Alan Lippie and Gregg Gest dicing for seccond, and Charles Osterday and Gary Ybarra for fourth. When Gest lost a few places, Osterday got by Ybarra for a third finish.

Ybarra led the early part of moto two until Lippie took over. Ciolkosz finished third, with Gest and Mike Brown behind.

The day ended with the "Challenge of Champions" for the top experts in the 83cc and Junior Cycle classes. George Holland topped the series in the 83cc Stock and Modified Experts and 105cc Open, so it was no surprise when the R&D Suzuki mounted Holland took the win for the 83cc Challenge. Las Vegas Expert Johner Kight and Doug Gentry went wheel to wheel for second, with Kight holding the edge, but he couldn't catch Holland who was well out in front.

Mouse McCoy came out on top of the Junior Cycle Challenge. Mike Healey pressed McCoy from the start, as they ran from the pack. When Healey went down, it put ground between McCoy and Michael Knapp. Scott Brown broke through the pack and kept the heat on Knapp to the wire. Healey did some heavy riding to take the flag on Brown's tail. Holland and McCoy received a Mongoose bicycle and Suzuki leathers along with special trophies for their efforts.

Results

PEE WEE MOD: 1. King Richard (Itj); 2. Kayle Johnson (Itj); 3. Matt Blacklock (Suz).
PEE WEE STOCK: 1. Joseph Lane (Suz); 2. Ronnie Densford (Suz); 3. Pat Healey (Suz).
JR CYCLE STOCK EX: 1. Mike Healey (Suz); 2. Scott Brown (Yam); 3. Michael Knapp (Suz).
JR CYCLE STK. INT: 1. Ricky Dumo (Suz); 2. Bobby Hoffman (Suz).
JR CYCLE STK. JR: 1. Shane Trittler (Suz) 2. Doug Fisher (Suz) 3. Danny Lamb (Suz).
83cc STK. EX: 1. Erik Kehoe (Yam); 2. George Holland (Suz); 3. Sam Storer (Kaw).
83cc STK. INT: 1. Skip Godinez (Kaw); 2. Todd Campbell (Kaw); 3. Rudy Dickinson (Suz).
83cc STK JR. 12 +: 1. Allen Lippie (Yam); 2. Frank Ciolkosz (Kaw); 3. Gary Ybarra (Kaw).
83cc STK JR 9-11: 1. Mouse McCoy (Yam); 2. Don Feeley (Yam); 3. Joey Arechiga (Yam).
83cc STK INT 9-11: 1. Scott Brown (Yam); 2. Eddie Hicks (Suz); 3. Buddy Dumo (Suz).
JR CYCLE MOD. EX: 1. Mike Healey (Suz); 2. Eddie Hicks (Suz); 3. Michael Knapp (Suz).
JR CYCLE MOD. JR: 1. Shane Trittler (Suz); 2. Kyle Lewis (Suz); 3. Doug Fisher (Suz).
83cc MOD. EX: 1. George Holland (Suz); 2. Johner Kight (Suz); 3. Louie Franco (Suz).
83cc MOD. INT. 12+: 1. Todd Campbell (Kaw); 2. Skip Godinez (Kaw); 3. Tom Stout (Yam).
83cc MOD. JR. 12+: 1. Gary Ybarra (Kaw); 2. Johnnie Rodrigues (Kaw); 3. Charles Osterday (Suz).
83cc MOD. INT. 9-11: 1. Eddie Hicks (Suz); 2. Gary Szilagyi (Suz); 3. Sean Frampton (Suz).
83cc MOD. JR. 9-11: 1. John Gersjes (Kaw); 2. Sean Riley (Suz).
105 OPEN: 1. George Holland (Suz); 2. Louie Franco (Suz); 3. Sam Storer (Suz).
100cc INT: 1. Chris McCauley (Suz); 2. Andy Nelinger (Suz);3. Jack Greenberg (Suz).
100cc JR: 1. Ron Eversole (Suz); 2. Kirk Belto (Yam); 3. John Julander (Suz).
125 INT: 1. Allen Hopper (Yam); 2. John McCauley (Suz); 3. Richard Ising (Yam).
CHALLENGE OF CHAMPIONS 83cc: George Holland.
CHALLANGE OF CHAMPIONS JR. CYCLE: Mouse McCoy.

Bland tops CRC stadium qualifier

By Keith Clemons

TRABUCO CANYON, CA, SEPT.30

Hundreds showed up to hustle a qualifying position in the line up of California Racing Club's upcoming Anaheim Stadium event, The Amateur Motocross Championship. The turnouut at Racing World was staggering as the motosports park reopened its doors to allow CRC to run this special qualifying race after having been officially closed down for several months. But the familiarity with the track was still there as many longstanding members of CRC found themselves at home on the twists and turns of the Marty Smith Course.

Open Pro Rich Bland paved the path that led him to a front line position at the stadium. Bland slammed his Simi Cycles Maico into a first place finish, taking the lead from Scott Cavness on the second lap when

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Ron Utaski heads up Chris Gazafy in CRC's Saddleback Open Pro clash.

Cavness bailed and wrenched his shoulder, which put him out of the race. Cavness had already qualified on the previous week and should get a chance to duel with Bland again at the stadium. Bland, meanwhile, took the rest of the race in fine form leading Tom Miller and Tom Karoj through the flags. Both Tom's rode Suzukis. Miller, who rode for ITT Canoga Park, finished second with Karoj, riding for Suzuki of Redlands, finishing third.

Robert Marino took the second Open Pro contest from holeshot to checkered flag on his Luft sponsored Yamaha. Marino didn't finish the first moto contest however, and wound up with only a seventh place overall. Bland jammed his power packed Maico home behind Marino for a second in the number two contest, but wound up first for the day. Joe D. Price finished the second moto in third but Tom Miller picked up the second overall with third for the day going to Ron Utaski.

Jim Tarantino led the troops in the first moto of the 250cc Pro race with Marty Miller going home number two and Robert Marino, entering his second Pro contest for the day, finishing third. Tarantino landed an early fourth place spot in the second contest and had a difficult time getting around Donald Draskovich. By the time he was able to make his play, Robert Reisinger running number one and Marino playing out number two, were gone with the wind so Tarantino had to settle for third. No matter, Tarantino still picked up first overall with Marino making it number two for the day and Marty Miller picking up the pay for third.

Rick Johnson led wire to wire twice in the 125cc Pro race for his qualifying ticket to the Anaheim Stadium. Along with that Johnson picked up top pay for the 125cc Pros. Going two for two and second overall was Bobby Sullivan on his R&D Suzuki while third for the day went to Chris Morey.

Results

OPEN PRO: 1. Rich Bland (Mai); 2. Tom Miller (Suz); 3. Ron Utaski (Suz).
OPEN INT: 1. Steve Tafoya (Hus); 2. Dan Moore (Mai); 3. Robert Gasper (Yam).
OPEN NOV: 1. David Pisarski (Suz); 2. Rob Megdal (Suz); 3. Jim Hetheox (Yam).
OPEN BEG: 1. Darby Riley (Yam); 2. Robert Stockton (Yam); 3. Joe Orozco (Mai).
250 PRO: 1. Jim Tarantino (Suz); 2. Robert Marino (Yam); 3. Marty Miller (Suz).
250 INT: 1. Walt Olson (C-A(; 2. Jerry Black Jr. (Mai); 3. Troy Manning (Suz).
250 INT: 1. Dave Harris (Mai); 2. Jay Van Camp (Hon); 3. Steve Salas (Suz).
250 NOV DIV 1: 1. Tom Aquino (Mai); 2. Gary Hedlebaugh (Yam); 3. Virgil Delos Reyes (Hon).
250 NOV DIV 2': 1. John Walker (Mai); 2. Paul Seatlia (Yam); 3. Steve Corrigan (Hon).
250 BEG: 1. Ruben Torres (Yam); 2. Randy Douglas (Yam); 3. Ed Jackson (Hon).
125 PRO: 1. Rick Johnson (Yam); 2. Bobby Sullivan (Suz); 2. Chris Morey (Suz).
125 INT: 1. Kevin Brooks (Suz); 2. Mark Varney (Yam); 3. Mary Ryan (Suz).
125 NOV DIV 1: 1. Scott Hewatt (Suz); 2. David Mason (Suz); 3. Kenny De Kowing (Suz).
125 NOV DIV 2: 1. Bill Blair (Suz); 2. Pat Weber (Suz); 3. George V. Iterran (Suz).
125 BEG DIV 1: 1. Randy Pearlman (Suz); 2. Donald Spratt (Suz); 3. Darren McFan (Suz).
125 BEG DIV 2: 1. Tim Jones (Yam); 2. Brian Calderon (Suz); Kurt Hefler (Hon).
100 INT: 1. Scott Hewatt (Suz); 2. Joe Stroud (Yam); 3. Troy Denham (Yam).
100 BEG: 1. Donald Harris (Yam); 2. Chris Fleming (Yam); 3. Mike Sanchez (Suz).
VETS SR: 1. Bob Hays (DMG); 2. Ron Dugan (Yam); 3. Rick Watson (KTM).
VETS INT: 1. Ron Tuzinsky (Yam); 2. Soni Mount (Yam); 3. Ron Ryer (Yam).
JR VETS: 1. H.S. Barnarr (Mai); 2. John Cooley (Mai); 3. Clive Cheffins (Yam).
MINI EXP: 1. Randy Fleisher; 2. Ken Dunlap (Suz); 3. David Hopwood (Kaw).
MINI INT: 1. Todd Hewatt (Suz); 2. Steve Van Dozen (Yam); 3. Bruce Bunch (Yam).
MINI NOV: 1. Marty Lehotan (Suz); 2. Jack Stevens (Kaw); Randy Rush (Kaw).
MINI BEG: 1. Richard Fleming (Kaw); 2. Robbie Buchanan (Yam); 3. Johnny Whitsett (Suz).

Gang MX falls to Get-off

By Bye-Bye Bob Newkirk

SUNNYMEAD, CA, SEPT. 23

The Over The Hill Gang enjoyed a comfortable day of racing up and down the hills of DeAnza, one of their favorite southern California tracks.

Get-off Gary, as if shot from a gun, won both motos in the Expert class. He led them in grand fashion the first moto, with Stubby Steve right behind him. Visiting North member Dump Dale worked himself up from seventh to finish third.

In moto two, Pitter Pat led for the first four laps. Get-off, starting fourth, elbowed past Du Du Dan and Rathole Rocky and then stole the show from Pitter Pat. Having fallen in the first moto, Rathole fought with Pitter uphill and down, finally nailing him for second place.

Dinky Dennis and Flaky Frank closed the doors on the Amateurs in the first moto by running first and second respectively. Runover Ron and Lizzard Lou, each other's nemesis, battled over third place, dicing back and forth. But it was Runover leading at the checkered.

In moto two, Runover and Lizzard continued the duel, this time for first place. Runover grabbed the early lead; Lizzard, though, showed who was boss and took home the Amateur class first place trophy.

Drafty Dennis outpaced the pack of Intermediates to the first uphill turn and held them at bay for two laps. But Jacknife John, waiting for the right moment, attacked and whizzed by to ride the remainder of the moto out front. Showing no mercy, Kwik Keith, who had worked up from fifth, pounced on Drafty for the second place spot.

In moto two, Drafty took revenge by storming out front from the beginning, keeping the throttle turned on until the checkered flag waved him in. Kwik Keith came in second, followed by Jacknife John.

Chisler Chuck showed the Novice class the fast line around the track, bagging their first moto. Jalopeno Jose hurtled up to second, having started dead last, relegating Baloney Barry to third.

If Get-off Gary took the first place expert trophy, then Novice De-Chicked DeWight should have trophied for the most spectacular "get-off." He got out of shape with a handful of throttle, hit a four-foot bank with just enough slope to project him and his bike cartwheeling at least 10 feet skyward. Amazingly just a little shaken, he shook it off with a cold beer.

In the Novices' second moto Baloney Barry took the holeshot. Jalopeno got around him for first, and Toad Tom clobbered Baloney for second.

Results

EX: 1. Get-off Gary (Mai); 2. Pitter Pat (Mai); 3. Dump Dale (Hon).
AM: 1. Lizard Lou (C-A); 2. Runover Ron (Yam); 3. Flaky Frank (Yam).
INT: 1. Drafty Dennis (Yam); 2. Kwik Keith (Hon); 3. Jacknife John (Mai).
NOV: 1. Jalopeno Jose (Suz); 2. Chisler Chuck (Yam); 3. Toad Tom (Yam).

Conway cops SRA GP win

By Sue Senn
Photo by Action Photographic

RIVERSIDE, CA, SEPT. 30

The first of the day's six events was the Senior race and conditions couldn't be better. The six-mile track was well laid out, the dust was down and the weather was cool.

The number one Senior, "The Hawaiian," Pila Pattison, making his first appearance in quite sometime, held the lead for the first five laps. Competition Cycles' Charlie Conway was right behind him just waiting for any chance to move his KTM out front. He got the chance in the sixth lap when the big Hawaiian stopped for a quick gas stop. This gave Charlie the time he needed and the win was his. The Hawaiian still claimed second while Don Mardon, riding a 450 Maico, claimed third overall, first Amateur.

Richard Prouty, Sr. and Phil Lawerance diced back and forth, finishing second and third Amateur, while top Novice honors went to Mike Gaines, Rick Campbell and Mac Douglas.

Beginner Gary Blandin (KTM) deserves special mention. Gary lost his left hand but not his talent. He will probably be moving up to Novice before long because he earned top Beginner honors again. His closest competitors were Ted Jones and Jack Liddy.

Next came the Open race which was won by Craig Adams. Don Mardon (Third Senior in the first race) introduced Craig to racing ten years ago when Craig was 12. According to Don, Craig's father bought Craig a 250cc Husky, and asked Don to put it together for Craig. Don says the first thing he noticed was this tall, skinny kid with leathers so big he needed suspenders to hold them up. Don took Craig to his first race and Craig trophied but due to a mix up in classification, Craig was disqualified. As time went by, Don taught Craig everything he knew and was his top advisor for years. Now he says, "The student has far surpassed the teacher — I now ask him for advice." Speaking of passing the teacher, in Craig's senior year of high school class instruction of the welding class was turned over to Craig. Craig now owns his own welding shop, Jims Radiator, in San Clemente.

In today's Open race, well known desert rider Eric MacCracken gave Craig a good run for his money. Eric led for the first three laps before Craig joined him in a side by side dice for the next several laps. Adams took the checkered followed by MacCracken and Mark Asbury who aced East! West's Wayne Martin for third. Paul Huffman (KTM) claimed an easy first Amateur followed by Karl Davis and Lou Duplessis. Top Novice riders were Norman Francis, Richard Day and Monte Pritchette while Randy Wolfe ran away with the Beginner class.

The 81-200cc class seems to excell when it comes to fan participation. Today's course received as many compliments from the fans as it did the riders. On the first lap it was Fred Combs out front with two East/West riders right behind him. Kent Pfeiffer (Premier Yam) and Bellflower Yamaha's Bullit, Kevin Senn, were each making a bid for first. The second lap found the two experts, Combs and Pfeiffer out front in an almost side by side dice that lasted the entire hour, when Combs became the victor. The "Bullit" had begun his own battle for top Amateur with his good friend, Bill Holmes. Holmes, who rides his Husky for the White Cloud Ranch of Malibu, aced his young friend for the first while Bob Farr took third. Top Novice riders were Butch Peick, Jim Connolly and Del Shamblin, who viciously fought off Albert St. George for third. Rick Burgos, Tracy Ott, and John Penner were top Beginners.

"Sizzlin' Six," Mike Sixberry, showed how he earned the Sizzlin in the 250cc race. On the first lap, Sixberry, Scott Kinnier, Craig Adams, Mike Baker, Eric Mac Cracken, and Scott Pfeiffer were so close it was still anybody's race. By the second lap, Sizzlin' Six was out front with Adams being the only one with in touchable range. On the third lap, Sixberry came by all alone followed shortly by Adams who had a missing rear fender. In the meantime, the pack had broken

into side by side battles involving MacCracken and Kinnier while Pfeiffer and Ted VandenRaadt fought off Mike Baker. They all put on an interesting show but finished in that order.

The mighty Minis found John Burr's Bill Clontz out front with a tremendous lead before going out with a broken shock. At this point Barry Crawford took over and made a very impessive ride, acing T.D. Swets for the overall win. Bellflower Yamaha's Dave Trager was third overall, first Novice, while Chuck Turner claimed an easy first Amateur. Top Beginner was Harold Grigsby.

The Team race finalized the day's events and the team of Scott Kinnier and Ted VandenRaadt were the overall winners. Their lead was challenged for the first five laps by the team of Kent and Scott Pfeiffer. The Pfeiffers were out of the race when an old knee injury hit Scott on the sixth lap. At this point Craig Adams and Steve Blakely took over second place.

Official Results Pending.

Frampton rocks to Old Timers MX win

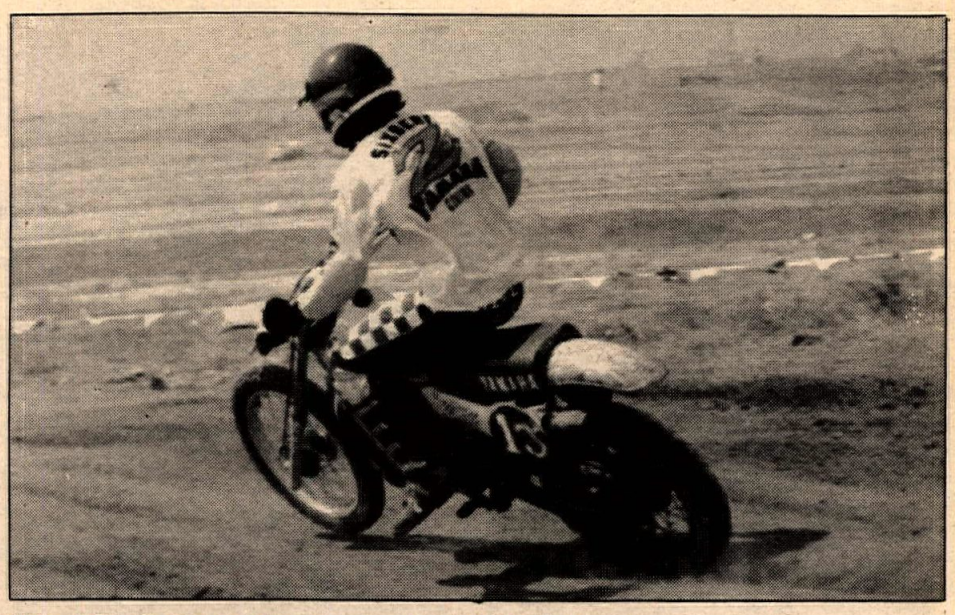
By Bob Alloy

ORANGE, CA, SEPT. 23

The turnout at Saddleback was incredible. There wasn't a parking place to be found in the whole pit area. Fifteen races and as many as 80 riders on the line for one event makes for lots of excitement. There were 43 Old Times on the line for practice and much to our surprise there had been some track changes made. This must have accounted for the many pile-ups and spills in practice.

Getting things underway and looking really terrific was Jim Beltinck of the Masters division. Beltinck just ran away from all the competition. Even taking time out to try and assist Blackie Lewis with a disabled bike didn't upset his lead at all. He managed all of this and took both motos. "Movin' Marv" Olsen, having just returned from participating in races up in Oregon, placed second in both motos. Blackie Lewis, despite problems in moto one managed to come in third and Blackie repeated that placing in the second moto. Marshall Jennings has three broken toes on his right foot, but what else do you do when you're wearing a cast but get in there and take another chance. Marshall, cast and all came in fourth. Great style there, Marshall!

The Expert division began with Joe Bray taking the lead and holding it for two laps. Taking the lead from Joe was Chuck Woody, who held on until right up to the end. Dick Frampton followed Chuck in for second. Bray a recent graduate to Experts, came in third, followed by Ray Sanchez. Moto two wasn't quite as lucky for Woody as the first was; his rear brake rod broke loose. This by no means cancelled Woody out immediately. He kept up his lead right to the very last lap, before going down. Frampton took over and placed first. Bob Crandall took second place honors. Following Crandall were Sanchez and Bray.



Mike "Sizzlin' Six" Sixbery won the SRA 250cc class.

George Spearing came off the line first in the Amateur division. However Asker Larnkjaer was out to change things a bit and he did this by taking the lead and the win. George was there for second and Lowell Smith came in third. Moto two again began with Spearing taking the lead only this time he didn't relinquish it. He held fast to the finish. Larnkjaer was then second place and Jim Cooke was the third place winner.

Bob Anderson took the Novice holeshot and led for two laps. Then James Davis, riding a Yamaha, took command and kept on gassing it to cross the finish first. Bob Klatt (Hus) took second and our president Dan Harris took third place. Moto two began as the first with Anderson taking the lead. Unfortunately Bob's bike developed problems and forced Bob out of the lead. The lead was assumed by Davis who had been on Bob's rear fender, and Davis came in first. Harris placed second and of course, Klatt had to be in there with the winners, scoring a nice third place.

Results

MASTERS: 1. Jim Beltinck (Mai); 2. Marvin Olsen (Mai).

EXPERTS: 1. Dick Frampton (Mai); 2. Bob Crandall (Suz); 3. Ray Sanchez (Yam); 4. Joe Bray (Mai).

AMATEUR: 1. George Spearing (Hus); 2. Asker Larnkjaer (Suz); 3. Jim Cooke (Yam).

NOVICE: 1. James Davis (Yam); 2. Dan Harris (Mai); 3. Bob Klatt (Hus); 4. Larry Escamilla (Hon).

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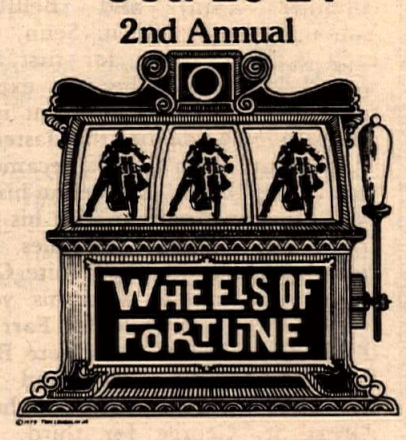

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Pro Qualifying 10:00 - 12:00 am
TT & Practice 10:00 am - 1:00 pm
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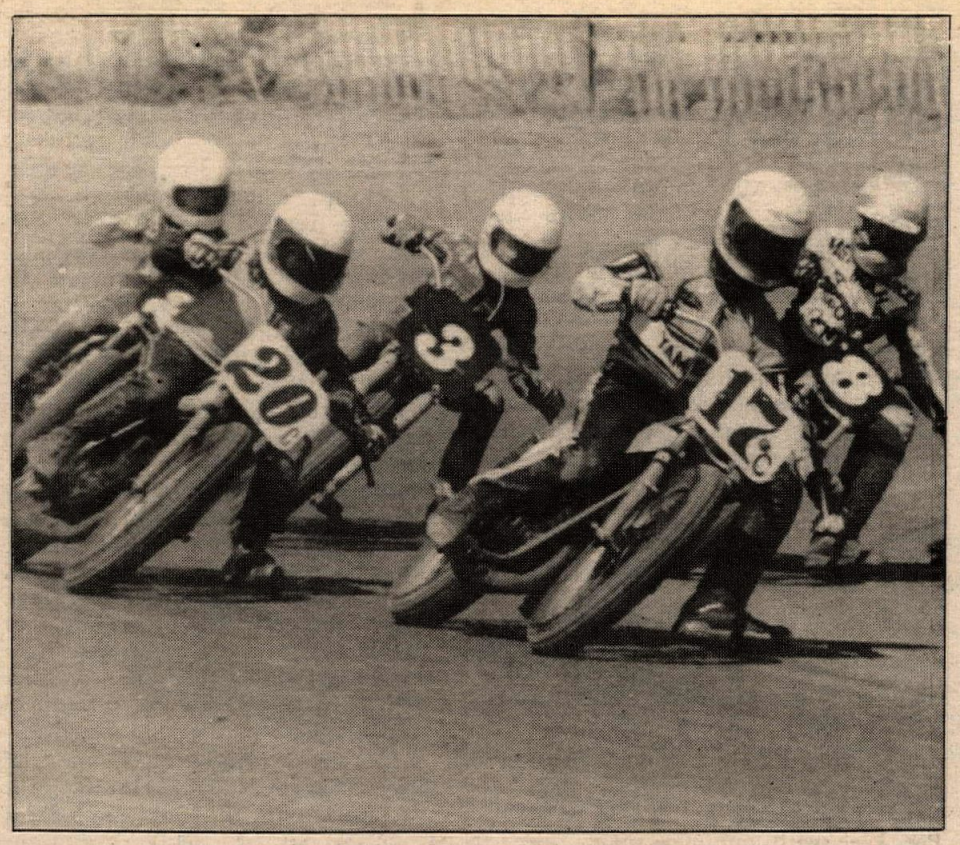
NORTHERN DATELINE

A pair of 125cc Novices run elbow to elbow at Argyll Park.



Mike Rosa heads up a high sliding pack of Novices at Salinas.

Big racing for a small crowd at Argyll

By Mel White

DIXON, CA, OCT. 7

A modest turnout of riders at Argyll Park, after two weekends of capacity crowds, meant lots of time on the track for everyone (20 minute motos for the Novices in the p.m.) plus some interesting combined classes. Even the weather did a turn about and anyone without a warm jacket suffered from the cold wind, or else stayed inside.

The largest contingent of riders was the 125cc Novice class. With two 100cc Novices included, the first race fielded 24 bikes. During both motos, the loss of water on the track was significant — it was mighty slippery. In moto one Brian Peterson pulled out a very long lead which kept him aloof from the furious squabbling going on for places two through six until the last lap when he too went down, losing his whole lead and finishing a fairly inglorious 11th.

John McCapes and Berkeley White traded places three or four times and Ken Cummings was a promising second place rider for several laps. But at the finish it was James Dickman who crossed first. Dickman had taken the holeshot but then appeared in sixth place before trading back up to the front.

Kevin Bixby took the holeshot in moto two with Berkeley White hot behind — both of whom were soon displaced by Floyd Ertel who seemed to be running away with it. The first turn claimed two riders and the mud took both Ertel and Dickman out during lap four, leaving the lead in the capable hands of McCapes who carried on across the finish to claim the overall followed by Steve Panevich, Bixby and White.

Intermediate and Novice Minis logged the most time on the track, running three motos rather than two. The two Experts started ahead and had themselves a race; Tyson Vohland came from behind in the first moto to win and then smoked the second. The Intermediate and Novices started behind them and raced their allotted laps, but came off the track at the end and staged a mass protest over the management of the start. With plenty of time to spare at the end of the morning program, the solution was to re-run their race with all due care at the starting gate.

Nine Expert riders were on hand and they all raced together — three Open bikes, four 250cc's and two 125cc's. An Open class bike crossed the finish first in both motos, Bob May in moto one and Will Akers in moto two, but both winners had smaller bikes hot on their heels. In the first moto Harold Hutson seriously challenged May during the last lap. Unfortunately, a destroyed rear wheel forced Hutson to DNF the second moto.

Tom McKinney, on a green 250cc, was eager to displace the bigger bike ahead of him in moto two, followed by Mike Beier on a 125cc. Among the leaders there was incredibly tight racing. Notable was Beier's 125cc nipping at the heels of McKinney's 250cc, even getting by for a short spell.

The Intermediates were also combined with only Open and 250cc bikes on hand. Bill Harrison (Maico 250) and Robert Stene (Maico 400) rode two furiously contested motos and traded first across the finish, both scoring first place in their class. Another interesting duel between a 250cc and an Open bike developed between Steve Gard (Can-Am 250) and Lee Miller (Suzuki 400) both of whom were in second place in the second moto. Gard finally took his orange 250cc well away in front of Miller but never caught Harrison or Stene.

The relatively small turn out was a positive boon to the riders, all of whom got long satisfying motos on a well prepared track that withstood the moderate traffic — plus an early trip home! Is this how it was in the 'good old days'?

Results

100 NOV: 1. Dave Howell (Suz).
125 NOV: 1. John McCapes (Suz); 2. Steve Panevich (Suz); 3. Berkeley White (Suz); 4. Kevin Bixby (Yam); 5. Brian Peterson (Suz).
MINI EX: Tyson Vohland (Yam).
MINI NOV: 1. Shawn Freiling (Kaw); 2. Don Church (Kaw); 3. Mike Albagedis (Suz); 4. Eric Sandstrom (Suz); 5. Chris Stewart (Suz).
OPEN INT: 1. Robert Stene (Mai); 2. Doug Murphy (Yam); 3. Lee Miller (Suz).
250 INT: 1. Bill Harrison (Mai); 2. Steve Gard (Can-Am); 3. Jack George (Hon).
250/OPEN EX: 1. Bob May (Mai); 2. Will Akers (Yam); 3. Tom McKinney (Kaw).
125 EX: 1. Mike Beier (Suz).
VET INT: 1. Roger Bubak (Bul).
VET NOV: 1. Greg Young (Hon).
OT EX: 1. Jack Lewis (Mai).
OT INT: 1. John Fugua (Mai).
OT NOV: 1. Nick Norton.
OPEN NOV: 1. Neal Nelson (Yam); 2. Randy Collins (Mai); 3. Wayne Finley (Yam).
250 NOV: 1. Dann Silva (Hus); 2. Cliff Coates (Suz); 3. Lee Seyle (Yam); 4. Jack Eison (Suz).

Moore, Jorgensen and Chandler split Salinas glory

By W.H. Spencer

SALINAS, SEPT. 30

Danny Moore won the 250cc Expert main in fine style on the Salinas Airport quarter mile and Kim Jorgensen added padding to his insurmountable stranglehold on the top plate while Doug Chandler ran off and hid in both 250 and 500cc Novice mains.

Patrick Ballew doubled up on his Pee-wee racing wins while Danny Cahoon won the 80cc Novice and Dean Vincelet bettered his last nights efforts, winning the Junior over Eric Mayfield. Kurt Chandler took brother Doug's mount to an easy Expert win, leading many to believe that the Salinas Kawasaki KX 80 rider could very well take over the number one plate in 1980. Aaron Hill held off Chris Carr for the second spot and in the 100cc Expert, Kurt put a fine pass on Hill for another win with Eric Green in for third.

An interesting situation might materialize in 1980 when John and Sharon Chandler find themselves chasing two sets of Number one plates. Sponsor Jim Chisum is still smiling but may not be thinking quite that far ahead.

For Doug, the former minibike champion, it was a big day. Winning both 250 and 500cc Novice heat races, he then came from behind in both mains to do some fancy passing and ran off to hide from the competition. He probably won't last more than four races as a Novice. Steve Fisher got his A&D Yamaha running just right to win the 125cc Novice main over Tony Blas while Ron Evans was enjoying the 125cc Junior win in his own separate class. Bobby Nelson liked the starts just fine. He got a good jump off Burt Dinner and won the 250cc Junior over Scott Rose and Charlie Nones.

Danny Moore and the Cal Cycle Supply ND sparked Champion Yamaha have been itching at the bit to break out and win one. Today the timing was just right and he did it big, taking the checkered in front of Bill Scott and Kim Jorgensen with some right fine moves.

Beau Marciel led out the 500cc Novices but seemed to forget to do at least one thing; turn on the gas. When he reached down to do just that, he nearly collected Chandler, who was about to put the inside move on his ancient TM400, but the lithe youngster dipped a tad to pull out a neat trick and a great win.

Joe Mitchell and Silio Fabbri had a good run in the Junior, with Joe winning as usual, while Steve Nunes appeared somewhat frustrated with third. Kim Jorgensen had to nearly shut off to miss the 500cc Expert start but he got the green and a big lead into the first turn which he stretched out to win over Pat Seigle and Bill Scott.

Doug O'Brien got his Triumph down and clean for the Open class win; and Mark Key and Craig Scroggins had the best race of the day in the Money bash which Mark won as Craig's Monoshock KR was a bit light in the rear.

Results

PEE WEE: 1. Pat Ballew (Suz).
85 NOV: 1. Danny Chaoon (Yam).
85 JR: 1. Dean Vincelet (Yam); 2. Eric Mayfield (Yam).
85 EX: 1. Kurt Chandler (Kaw); 2. Aaron Hill (Kaw); 3. Chris Carr (Suz).
100 JR: 1. Bobby Davis (Yam).
100 EX: 1. Kurt Chandler (Yam); 2. Aaron Hill (Suz); 3. Eric Green (Yam).
125 NOV: 1. Steve Fisher (Yam); 2. Tony Blas (Yam).
125 JR: 1. Ronnie Evans (Yam).
250 NOV: 1. Doug Chandler (Kaw); 2. Todd Stewart (Yam); 3. Joe Flowers (Yam).
250 JR: 1. Bobby Nelson (Yam); 2. Scott Rose (C-A); 3. Charles Jones (Yam).
250 EX: 1. Danny Moore (Yam); 2. Billy Scott (Yam); 3. Kim Jorgensen (C-A).
500 NOV: 1. Doug Chandler (Yam); 2. Beau Marciel (Suz).
500 JR: 1. Joe Mitchell (Yam); 2. Silio Fabbri (Yam); 3. Steve Nunes (Yam).
500 EX: 1. Kim Jorgensen (C-A); 2. Pat Seigle (Yam); 3. Bill Scott (Yam).
OPEN: 1. Doug O'Brien (Tri).
KING OF THE HILL: 1. Mark Key (Yam); 2. Craig Scroggins (Yam).

Spencer measures up on Monterey's "short" track

By W.H. Spencer

MONTEREY, CA, SEPT. 29

The Monterey County Fairgrounds came alive with the sounds and smells of the annual carnage known as short track by the Monterey Bay Rams. The dirt floor inside the grandstands had just a few weeks ago vibrated with the sounds of the annual Jazz Festival. The norm for D-36 short track racing is competition, but this facility harbors extremely short straights, tighter turns, and a six foot wall that doesn't give, despite the ever-present assault of the troops.

Despite the "short" comings, the event is well attended and usually has some surprisingly good shows; especially among the mini brigade. Pat Ballew scored the big win in the Pee Wee with one newcomer, Josh Chisum, adding to the shorty class, while Jason Morrison took home the brass in the combined 60cc class on his RM. Eric Green took the 85cc win in the Novice over Tony Mitchell and Steve Ochinang hung onto the lead for the Junior win over Dean Vincelet, and then doubled in the 100cc Junior.

With Doug Chandler out of the mini ranks and riding his first Sportsman show of his eight year career, little brother Kurt continues to cominate the 80cc Expert class. Out riding Vance Sherfield for that win, he then got a second to Mike Rosa in the 100cc Expert when he kept losing a gear.

Jim Pettit took the 125cc Novice bash and crash while Mark Butler kept a cool head in the 250cc Novice and found himself leading when Doug Chandler popped a chain in the deep dirt cushion. Chandler had kept the troops at bay throughout the evening and went on to win the 500cc Novice with ease after winning both of his heat races.

Tod Stewart took second in the 250cc Novice over a faltering Chet Patterson while Jon Teraji still loves riding his ancient age BSA to seconds in the 500cc for Yamaha Sports Center.

Ron Murphy was doing the leading throughout most of the 250cc Junior but Bob McDonnell put on some great pressure moves. When the checkered came out, McDonnell drove his H&S Astro hard off the last turn on the outside and won by inches.

The battle for 250cc Expert honors was mainly between Rod Spencer and Danny Moore with Spencer getting the win after a fine pass on his Bud Martin tuned Ossa. Bill McDonnell held onto a tight third pay spot.

Tim West had it fairly easy in winning the 360cc Novice main while Gaylon Woods survived for second. Joe Mitchell won the drag race to the corner in the 500cc Junior, winning over John Carter, and Curt Brooks performed very well to win the 500cc Expert after a good race with Moore and Frank Nye.

Results

PEE WEE: 1. Patrick Ballew (Suz).
60 NOV/JR: 1. Jason Morrison (Suz).
85 NOV: 1. Eric Green (Yam); 2. Anthony Mitchell (Yam).
85 HR: 1. Steve Ochinang (Yam); 2. Dean Vincelet (Yam).
85 EX: 1. Kurt Chandler (Kaw); 2. Vance Sherfield (Yam).
100 JR: 1. Steve Ochinang (Yam).
100 EX: 1. Mike Rosa (Yam); 2. Kurt Chandler (Yam).

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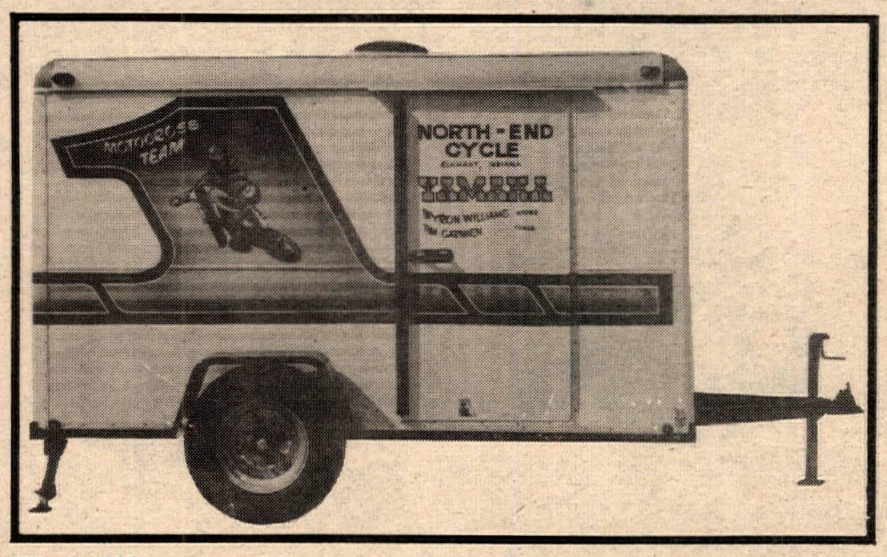

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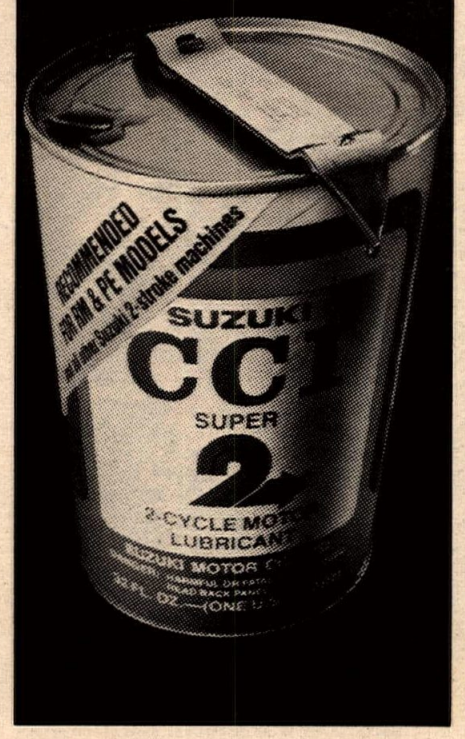

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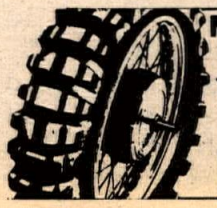

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THE LATEST POOP BY PAPA WEALEY

Tentative Schedule 1980 motocross events

Date	Location	Type of Event
2/9/80	Seattle, WA	Stadium Motocross
2/10/80	Seattle, WA	Stadium Motocross
2/17/80	Oakland, CA	Stadium Motocross
3/1/80	Atlanta, GA	Stadium Motocross
3/8/80	Daytona Beach, FL	Stadium Motocross
3/14/80	Houston, TX	Stadium Motocross
3/15/80	Houston, TX	Stadium Motocross
3/23/80	Sacramento, CA	125/250 National
3/30/80	Phoenix, AZ	125/250 National
4/13/80	Houston, TX	125/250 National
4/26/80	Pontiac, MI	Stadium Motocross
4/27/80	Pontiac, MI	Stadium Motocross
5/3/80	New Orleans, LA	Stadium Motocross
5/4/80	New Orleans, LA	Stadium Motocross
5/10/80	Kansas City, KS	Stadium Motocross
5/18/80	Southwick, MA	125/250 National
5/25/80	Mt. Morris, PA	250/500 National
6/1/80	Buchanan, MI	250/500 National
6/8/80	Atlanta, GA	250/500 National
6/15/80	Lakewood, CO (Denver)	250/500 National
6/22/80	Carlsbad, CA	500cc Grand Prix
6/29/80	Sears Point, CA	500/125 National
7/6/80	Washougal, WA	500/125 National
7/12/80	Los Angeles, CA	Stadium Motocross
7/13/80	Los Angeles, CA	Stadium Motocross
7/20/80	New Berlin, NY (Unadilla)	250cc Grand Prix
7/27/80	Lexington, OH	125cc Grand Prix
8/9-10/80	Philadelphia, PA	Stadium Motocross
8/24/80	Binghamton, NY	500/125 National
8/31/80	St. Petersburg, FL	500/125 National
9/21/80	Lexington, OH	Trans-USA
9/28/80	Buchanan, MI	Trans-USA
10/5/80	New Berlin, NY (Unadilla)	Trans-USA
10/12/80	Atlanta, GA	Trans-USA
10/19/80	Sonoma, CA	Trans-USA

Note: Above dates and locations are subject to change.

As promised, ex-Harley-Davidson factory tuner Steve Storz called Papa to let everybody know of his whereabouts. People who might want to get together with him for the '80 Winston Pro Series can write to him, care of Larry Ailes, 3808 Mayfield, LaCresenta, CA 91214, or call 213/249-2326.

Riding an '80 Honda CR125R, Honda Enduro Team Manager Bob Nickelsen won the 125cc A class at the recent Double Crossers M.C. Cal State 100 National Enduro. More coverage on that event on p. 12.

Maico's Don Sanford was the overall winner at the Oct. 14 AMA Mile High National Enduro hosted by the Prairie Dawgs M.C. at Chippeway Park, NM. Colorado's Kevin Davis finished second, with Dick Burleson (Hus) edging out Drew Smith (Suz) by 12 seconds at a tie-breaker check. Burleson and John Fero both protested a section for innacurate mileage, but upon checking, the mileage proved to be accurate. An overall win in New Mexico could have clinched Burleson's sixth AMA National Enduro Championship; he'll try again to wrap it up in Washington, Oct. 21.

At the International Drag Bike Association's World Finals at Gulfport, MS Oct. 12-14, Kenny Annesley took his double-engined Kawasaki to the Top Fuel win and the '79 IDBA Top Fuel World Championship. Pro Stocker Sid Pogue (Kaw) also claimed an IDBA championship title as he defeated Vicki Farr for the event win. A second event/world title combination went to Ken Blackburn (Kaw) in Super Eliminator. The only IDBA World Champ who didn't win this weekend was Terry Kizer (Kaw), who finished as runner-up to Jeff Masters in Pro Comp, but took the title anyway.

American Federation of Motorcyclists road racers who plan on attending the Oct. 20-21 race at Willow Springs should plan to arrive at the track by 8 a.m. Seems there's a chili cook-off, or shootout, or something like that going on in the neighborhood, that is expected to draw 30,000-40,000 people. If you drag your feet, you'll get stuck in the world's hungriest traffic jam.

John DeSoto, the Flying Hawaiian, is listed as an alternate for the Nov. 17 Coca-Cola Motocross Finals in Anaheim Stadium.

Guess what happened when they repealed the helmet law in Maine. Deaths decreased by 156%. But the Insurance Institute for Highway Safety's Status Report attributes that to the small numbers involved and adds that in only three of the 26 states where helmet laws were repealed did deaths decrease. In other words, brace yourself. We're about to be blasted again by good citizens (and politicians and bureaucrats) who want to protect us from ourselves.

Eric McKenna, riding his Eurocycles Maico, took the only double moto win at the Oct. 14 1979 AMA Amateur National MX Championships held at Plymouth, CA's Hangtown motocross course. Micigan's Alan King scored a second placing behind McKenna at the CES Promotions event, run with assistance of the Sacramento Jammers M.C. and the Dirt Diggers North M.C. Michigan riders staged a 1-2-3 sweep in the 250cc event, with Mark Hicks (Hon) leading Matt Harrocks and Jeff Jacobson. Michigan won again as Denny Bentley pulled off a 1-2 victory in the 125cc class over Mark Paterson of Indiana and Iowa's Johnny Spaw. In the 100cc category, YZ100 Yamahas filled the top five spots with North Carolina's Todd Harrell leading the way over Michigan's Jim Wolfenbarger. Complete coverage next week.

There will be a series of meetings conducted by the California Department of Parks and Recreation in early November to gather input on the Hungry Valley OHV park. Parks and Rec wants to know what riders want out of the park and this is your chance to tell 'em. First meeting is Tuesday night, Nov. 6, in the Lower Plaza Assembly Room, Ventura County Government Building, 800 South Victoria Ave., Ventura. The second meeting, Wednesday night, Nov. 7, is near the Hungry Valley site at the Gorman School Auditorium, 49847 Gorman School Rd., Gorman. The final meeting will be Thursday evening, Nov. 8, in Los Angeles' Griffith Park at the Friendship Auditorium, 3201 Riverside Dr. (corner of Los Feliz). All meetings start at 7:30 p.m., and you only need to attend one. More info is available from project supervisor Hank Ortman at 916/322-7526.

The venue of the Richmond Ramblers' annual Friday-night-before-the-Sears-Point-Trans-USA minicycle GP has changed this year from the Ramblers' clubhouse grounds to the Richmond Rod and Gun Club. Maps are available at area M/C dealers.

The Nov. 25 Richmond Ramblers' Grizzly Bear One-Day Trial will include an Old Timers class, after same was requested by Dick "Bugsy" Mann. The Ramblers also announced that two of the special tests — motocross and tire-changing — will be sponsored by Hi-Point.

RAM's the name; road racing's the game. Representatives from AFM, WERA, CRRC and AAMRR road racing organizations met in Houston, TX on Oct. 8-9 and agreed to form a non-profit organization called Roadracing American Motorcyclists. The four groups total over 5,000 active racers and hold nearly 100 events per year. Together, as RAM, they have planned a national road racing series, the RAM PRO Series, consisting of 15 events. No dates have been set yet. For RAM info, dial 714/496-2190.

Want to join a motorcycle club in the San Diego area? A group of dez lovers want to start a new group to help the existing two clubs by putting on events. The two are doing a great job, but they're tired. Info: 714/427-5759 or write to 250 Kennedy, Apt. 6, Chula Vista, CA 92011. The guy you should talk to calls himself (careful) Fudpucker.

Who's male, earns $30,000 + per year, attended college, rides a street bike daily, races motorcycles, owns three motorcycles, spent $100-$999 on motorcycle accessories in the last 12 months and has been reading *Cycle News* for 4-6 years? Don't know? *You!* Our readers. Not all or you, of course, but 96% of you are male, 25% earn $30,000+, 32% attended college, 39% ride a street bike daily, 70% race motorcycles, median number of motorcycles owned is 2.94, 62% spent $100-$999 on motorcycle accessories in the last 12 months and 32% of you have been reading *Cycle News* for 4-6 years.

Our *Cycle News* reader survey turned up some other interesting facts, too. In the "Number of motorcycles owned per household" column, we found that 98% of you own motorcycles, 15% own one, 24% own two, 20% own three, 15% own four and 25% own five or more. Good motorcycling families.

Income-wise, *Cycle News* readers are pretty well off: 10% earn less than $10,000, 15% earn $10-$15,000, 16% earn $15-$20,000, 19% earn $20-$25,000, 13% earn $25-$30,000 and (this one made Papa cry) 25% of you guys (and ladies...'scuse me) earn over $30,000. So that's why the marketing guys don't want us reading our own paper...

The DeCoster-to-Honda rumor is one of the most popular ones presently in circulation, and the most recent version had Roger signing with American Honda on October 8. Papa phoned the race team headquarters and related the rumor to an amused staff member who returned his call on the following day after checking with Team Honda manager Dennis McKay. "American Honda has not been involved in it," she said. How about Honda Japan? Maybe.

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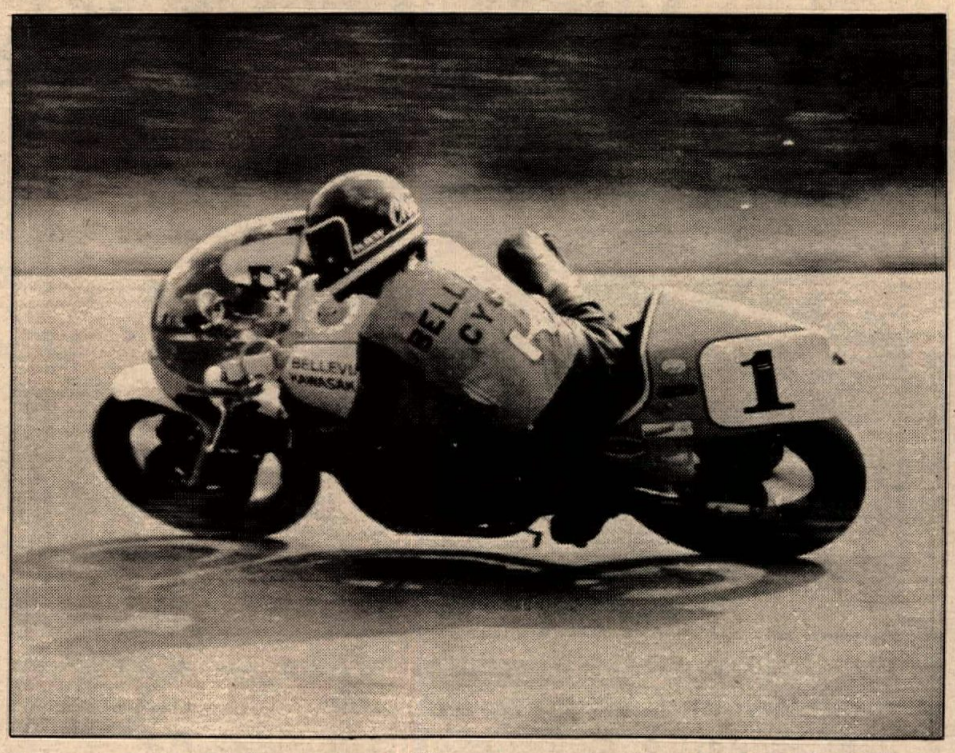
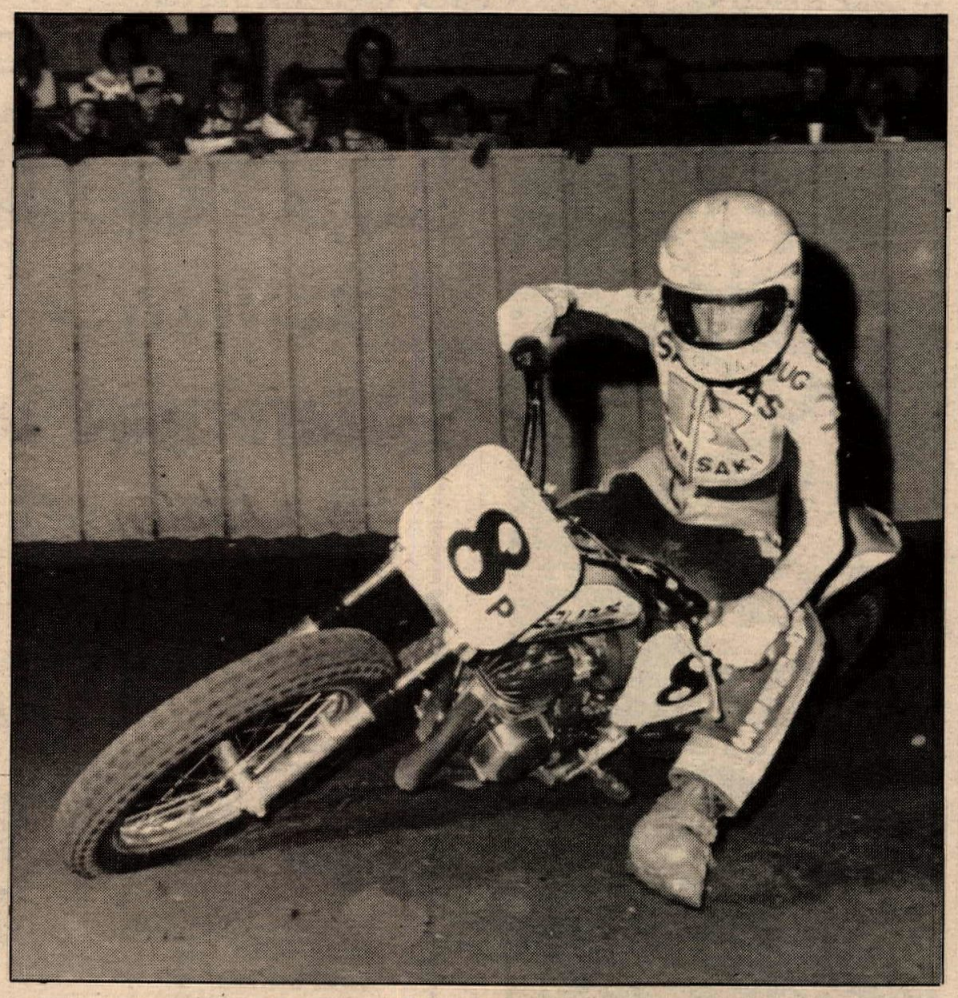


(Above) You'll find Chris Michak hangin out again next year at S.I.R. (Below) Doug Chandler had no trouble with the 500cc Novice win at Monterey.



125 NOV: 1. Jim Pettit (Yam); 2. Ricky Roach (Yam).
250 NOV: 1. Mark Butler (Yam); 2. Tod Stewart (Yam); 3. Chet Patterson (Yam).
250 JR: 1. Bob McDonnell (Bul); 2. Ron Murphy (Yam); 3. Steve Martin (Yam).
250 EX: 1. Rod Spencer (Oss); 2. Danny Moore (Yam); 3. Bill McDonnell (Bul).
360 NOV: 1. Tim West (Yam); 2. Gaylon Woods (Hon).
500 NOV: 1. Doug Chandler (Yam); 2. Jon Teraji (BSA).
500 JR: 1. Joe Mitchell (Yam); 2. John Carter (Hon).
500 EX: 1. Curt Brooks (Yam); 2. Danny Moore (Yam); 3. Frank Nye (Yam).

WMRRA hosts '79 season finale

By Bruce Scholten
Photos by Martha Young

KENT, WA, SEPT. 16

The ski season still seems an awfully long way off but the Washington Motorcycle Road Racing Association capped off its 1979 season today. Riders might content themselves with touring and trail riding until the snow flies. Perhaps they'll try some flat tracking in Monroe, or motocross at S.I.R. While so doing, they can reflect on this year's fine ten road race calendar. WMRRA's 1979 program was packed with record-threatening racing, participation by riders from Canada to California, emergence of new racing talent — male and female, and a lack of serious injuries. Martial leadership insured that things ran on time, (Amtrak should be so lucky), and WMRRA participants got more miles per racing dollar than perhaps anywhere else in the U.S.A.

As usual, today's first race combined four small-bore GP classes. Bikes of all types find niches here, in 125cc GP Money and Sportsman, 250cc GP Single and Open GP Single. Their common characteristic is that lap times are in the same ball park. Tod Dressel took two heat wins in 125cc GP Sportsman for first overall, but Yakima's Ralph Javins (Motorcycle Engineering and Ignitions) had only to maintain an upright position and finish both heats for the season championship. Javins and his twin cylinder Yamaha took an easy third overall with this in mind.

Gordie Vanskike rode his Honda a little harder. Even if he'd fallen down today, the 125cc GP Money points race was already his, but he took two heat wins.

In 250cc GP Single, Dan Zlock took his fully-faired Montessa to first overall for the day, and probably the year. He hit the checkered first in heat one, but must have been as startled as the rest of us when he followed Dan Bennett to the flag in heat two. Fourteen year old Bennett is a flat-tracker of quite some ability and his S.I.R. road race debut caused quite a splash. In the first heat he took his nickle framed Honda to a second behind John Moffet and Doug Guthrie. Apparently he'd learned the ropes by heat two — he won it. If he can do this on flat-track tires, we wish him well on slicks next year!

Richard Wascher comes back convincingly. In last year's finale, he crashed his 250cc Honda and broke his back. Today he won Open GP Single going away. In his first S.I.R. race since then, Dick took his new fully-faired 500 Honda to double wins over Diane Cox's TT500. Wascher runs his own WASCO Racing Frames company (which built Mickey Faye's Houston National-winning frame). Although the motor sported only a factory hop-up kit, its laid-down S&W suspension and other tricks made it a road racer's dream. Lap times proved it.

This bike could be magic next year. Bill Noble took it to second in 550cc Cafe behind Jerry Whitlow who won the season points chase. And when 250cc GP multi riders voted to let it run as an exhibition, Bruce Lind (already season champ) might have won, but for transmission problems.

Brian Suttom now has a championship under his belt. He wrapped up 410cc Production with two wins over hard riding Canadian Chris Hobbs (RD350) and talented rookie Rick Crosby (Yam Datona). Rumor has it that Suttom may be riding a GS1000 next year.

In 750cc Production, Sutton (on an MEI Service Yamaha 750) was close to points leader Rocky Phoenix, so veteran Rocky took his 750-R Honda to back-to-back wins. What a pleasure it would be to watch these two on identical Superbikes!

Randy Skiver's Bellevue Suzuki 100 ("just smooth bores and a pipe") walked away with Open Cafe, ahead of Rocky Phoenix' relentless stock 705F, while Scott Moon hung it off to third overall on another stock 750F.

Open GP was a cliff-hanger. Chris Michak's Kawasaki Z1 went into the fray with a bare three point lead over TZ700 mounted Peter Puhakka of Canada. Mild-mannered Michak wanted not only the Season High Point Champion, but also a clear-cut Open Grand Prix win.

In the first heat, Chris came in a solid third. Everett school teacher Jim Dunn made a rare appearance, one year after he set the S.I.R. track record at 1:32.8. He grabbed second behind Puhakka.

The second heat was also the last race of the season. Lap times were close to the record, people were yelling and shaking their fists, and one could understand why the word "glamour" is sometimes related to Grand Prix racing.

Gene Brown's Norton took the

Mike Horker led the 125cc class at Mabton before he took soil samples.

holeshot, but two and a quarter miles later, Jim Dunn's TZ750 led at the start/finish. Michak dogged him, closely pursued by Puhakka's Yamaha. Going into lap four the trio was tight coming onto the straight, where Puhakka powered past Michak. Michak got by his rival in the twisty backstretch on the next lap, but Puhakka again gunned past him on the front straight. Dunn must have felt the pressure. He didn't quite make turn three after the downhill, and had to take the handy escape route on lap five. Perhaps his brakes went away, for this recurred on lap seven. Meanwhile, Puhakka grabbed the lead, yielded briefly to Michak on the backstretch, only to zoom ahead again on the straight. Michak's brakes couldn't quite take the heat and Puhakka pressed on to victory by a thousand feet.

Michak plans to continue his four-stroke crusade in 1980. And we invite you all to take your vacation in the Northwest next year, road racing on fine tracks in Seattle, Portland or Vancouver. Maybe you could show us how it's done in California.

Results

125 SPORTSMAN: 1. Tod Dressel (H0n); 2. Peter Jacobson (Hon); 3. Ralph Javins (Yam).
125 GP MONEY: 1. Gordie Vanskike (Hon); 2. Jim Blake (Hon); 3. Paul Peiroli (Yam).
250 GP SINGLE: 1. Dan Zlock (Mon); 2. Dan Bennett (Hon); 3. Doug Guthrie (C-A).
OPEN GP SINGLE: 1. Richard Wascher (Hon); 2. Diane Cox (Yam);3. Dave Atkinson (Yam).
410 PROD: 1. Brian Sutton (Yam); 2. Chris Hobbs (Yam); 3. Rick Crosby (Yam).
OPEN CAFE: 1. Randy Skiver (Suz); 2. Rocky Phoenix (Hon); 3. Scott Moon (Hon);
250 GP MONEY: 1. Alan Seddon (Yam); 2. Ken Botham (Yam); 3. Dean Peterson (Yam).
750 PROD: 1. Rocky Phoenix (Hon); 2. Brian Sutton (Yam); 3. Mike Mayes (Hon).
OPEN PROD: 1. Ray Baker (Suz); 2. John Doyle (Suz); 3. Ross Poitras (Nor).
550 CAFE: 1. Jerry Whitlow (Yam); 2. Bill Nobel (Wasco-Hon); 3. Bill Henry (Yam).

Ostriem smokes 125cc Pro class at Mabton

By The Squisher

MABTON, WA, SEPT. 16

Showdown Promotions put on another outstanding race today with the star attractions being a $750 purse for the 125cc Pro class and 40 minute motos. The large purse attracted 26 of the top riders from Washington and Idaho.

Andy Tudor (Hon) took an early lead in the first moto followed by Jeff Anderson (Suz), Dennis Ostriem (Suz), Art Key (Suz) and Rod Casper (Suz). Tudor stretched out a huge lead as Anderson dropped out with bike problems and Ostriem took over second. A lot of bikes were dropping out with flats, thrown chains and water related problems. With money being paid down to eighth place by moto only, it really paid to ride consistently. Thirty minutes into the race, Ostrieum took the lead for good. Tudor held on for second despite a strong charge by Rod Casper and Gary Quest (Yam) at the end.

The second moto was a lot easier for Ostriem as he grabbed the holeshot and never looked back. Less than half of the riders finished the race. Gary Quest rode well for second place money with Ross Learn (Suz) third on a borrowed bike.

Duane Morris (Yam) had little trouble creaming the 125cc Intermediate class, as usual, with "Jetting" Jack McGill (Yam) second and Jon Jacobson (Suz) third.

Rick Gage (Hon) led the first 250cc Pro moto followed by Leon McDonald (Yam), Duane Morris (Suz), and Bob Buffaloe (Suz). Andy Tudor (Yam) quickly moved up through the pack to challenge Marker for second after McDonald fell. Andy, trying to pass through the deepest part of the mud hole, proved that Yamahas aren't submarines when he drowned out. Gage went on to an easy victory with Marker second and McDonald close behind.

The second moto looked like another easy victory for Gage but a DNF gave the win and overall to Marker. Leon took second with Dale Holcomb (Suz) third. ●

Results

PEE WEE: 1. Billy Moya (Suz); 2. Dina Jeffery (Suz); 3. Jill Maden (Ita).
JR. CYCLE 8 & UNDER: 1. Eric Helmka (Hon); 2. Jason Crampton (Suz); 3. Wayne Manning (Suz).
JR. CYCLE 9-11: 1. Brad Jeffery (Ita); 2. Lowell Thomson (Ita); 3. Brian Thomson (Suz).
MINI A: 1. Steve Oster (Suz); 2. Marvin Waldo (Suz).
MINI B: 1. Larry Ward (Kaw); 2. Vern VanLeaven (Suz); 3. Brian Campo.
MINI C: 1. Derik Watson (Suz); 2. Nick Meyers (Suz); 3. Matt Wilcox (Yam).
OTHG: 1. Steve Hall (Yam); 2. Jim Sandals (Yam).
OLD TIMERS: 1. Ron Marshall (Yam); 2. Ken Chickering (Mon).
100 B: 1. Guy Studeman (Yam); 2. Duane Morris (Yam).
100 C: 1. Mike Finney; 2. Joe Stanfill (Yam); 3. Larry Ward (Kaw).
125 PRO: 1. Dennis Ostriem (Suz); 2. Gary Quest (Yam).
125 B: 1. Duane Morris (Yam); 2. Jack McGill (Yam); 3. Jon Jacobson (Suz).
125 C: 1. Ken Maden (Hon); 2. Scott Anderson (Suz); 3. Cost Carlson (Yam).
250 PRO: 1. Duane Marker (Suz); 2. Leon McDonald (Yam); 3. Dale Holcomb (Hon).
250 C: 1. John Hartley (Hon); 2. Greg Williams (Suz); 3. Stacey Fagen (Yam).

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0651	275×14 C183A	.26	13.02	9.77
0968	360×14 N783	.42	19.35	14.52
1147	375×14 C183A	.45	22.94	17.21
1168	385×14 C183D	.42	23.36	17.52
0850	300×15 C183A,N740	.32	17.00	12.75
0929	325×15 C183A,N740	.35	18.59	13.94
0573	250×16 N740	.25	11.46	8.60
1070	325×17 C183A,N740	.40	21.39	16.05
1817	500×17 C183D	.82	36.33	27.26
0985	300×18 C183A, N740	.39	19.70	14.78
1122	325×18 N740	.53	22.44	16.83
1122	325/350×18 C183B	.53	22.44	16.83
1259	350×18 C183A,N740 N742	.64	25.19	18.89
1469	350/400×18 C183S	.59	29.37	22.04
1259	360×18 C183D	.51	25.19	18.89
1332	375×18 N781,N783	.60	26.64	19.98
1535	400×18 C183A,N740	.68	30.69	23.03

CODE	SIZE/TREAD	FET	REG. RETAIL	SPEC. RETAIL
1889	400/450×18 C183S	.77	37.77	28.34
1565	410×18 C183D	.59	31.31	23.48
1430	410×18 C755	.59	28.59	21.45
1605	425×18 N781,N783	.70	32.10	24.08
1827	450×18 C183A,N740	.73	36.54	27.41
1907	460×18 C183D	.74	38.15	28.61
1839	460×18 C755	.74	36.78	27.59
2060	500×18 C183D(C703)	.79	41.19	30.90
1869	500×18 N781,N783	.85	37.38	28.04
2321	530×18 C183D(C703)	.86	46.43	34.82
0819	275×19 C183A	.30	16.38	12.29
1094	325×19 C183,N740	.42	21.89	16.41
1248	350×19 C183,N740	.56	24.96	18.72
1621	400×19 C183,N740	.69	32.42	24.32
0932	275×21 C183A	.35	18.65	13.98
1128	300×21 C183A,C183D C183S,C755,N740 N780,N782	.41	22.56	16.92
1314	325×21 N740	.60	26.28	19.71
1754	325/350×21 C183S	.66	35.07	26.31
1355	350×21 C183A,N740	.68	27.09	20.33

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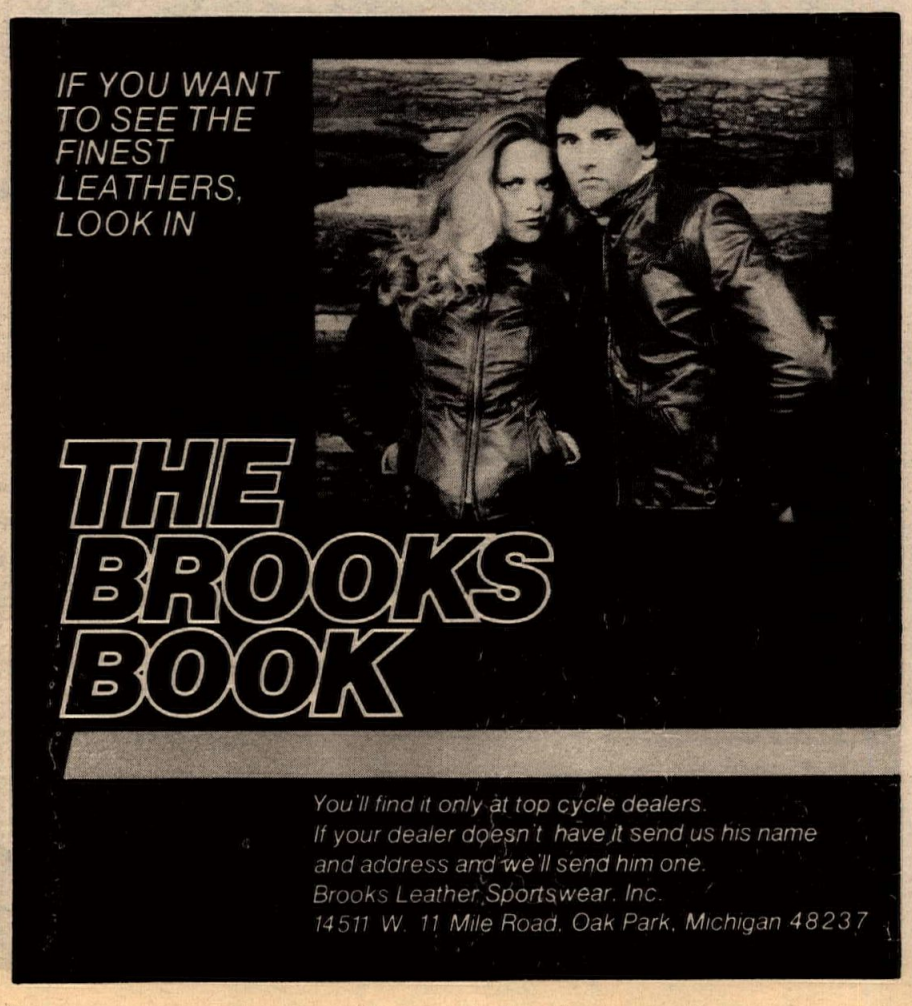

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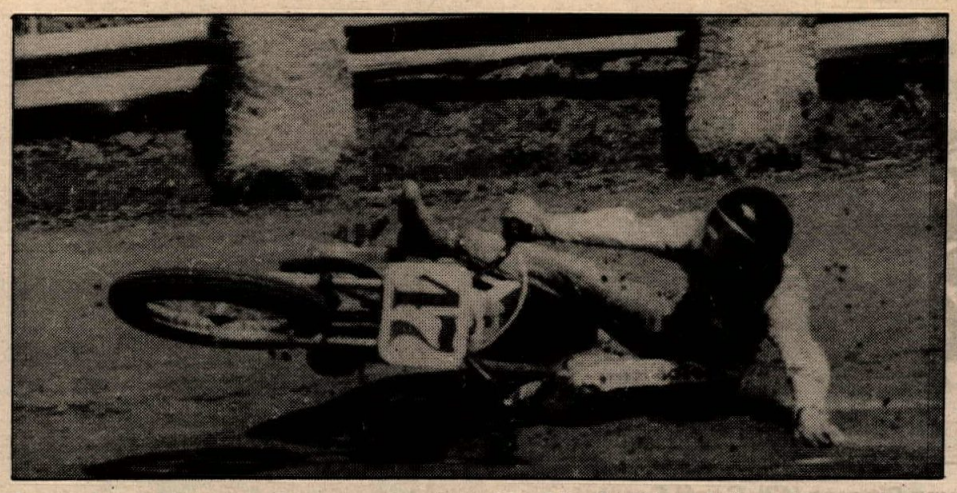


Pocketing Oklahoma clay wasn't what this rider had in mind at the Regional.

Half-Mile Regional Championship and Oklahoma State Championship

By Frank H. Harrison

OKLAHOMA CITY, SEPT. 30

Everyone knew racing was going to be fast when first Expert time trialer Joe Wilson of Albuquerque on his Capshaw Enterprises Harley beat the previous afternoon's record with a sizzling 23.14, only to have it bested by Houston's Bubba Rush on his Edwards Motor Co. Klaus Speedworks Jemco Harley with a 23.09. They were the best of the 18 Expert rider field and kicked off the afternoon program of 57 Novices and 48 Juniors in eight respective heats, semis and finals plus a special Oklahoma Championship Race.

With all three Regional Champions competing, Jim Felice from west, Scott Adams from central and Taylor White from east, the stage was set for some of the best Novice heats ever seen. White from Ft. Lauderdale, was first heat winner; Gary Phillips of Cinncinati took the second heat; third heat went to Steve Pinkel of Belleville, Ill; Pekin, Illinois' Tom Colson won the fourth heat; Central Champion Scott Adams on his Dennis Latimer Yamaha took the fifth heat, and Western Champion Jim Felice of San Jose won the final heat.

Junior Heats were won respectively by Peoria's Jeff Marramore, Rick Resweber of Beaumont, Texas, Mike Raggan, Noot Irwin of Georgia, Belleville Honda's Tim Mertens; and Oklahoma City native David Jones.

"Heartbreak kid" honors went to central high point Junior Bubba Shobert of Lubbock when he broke a chain while battling it out with David Jones and Freddie Spencer, which eliminated him from the program.

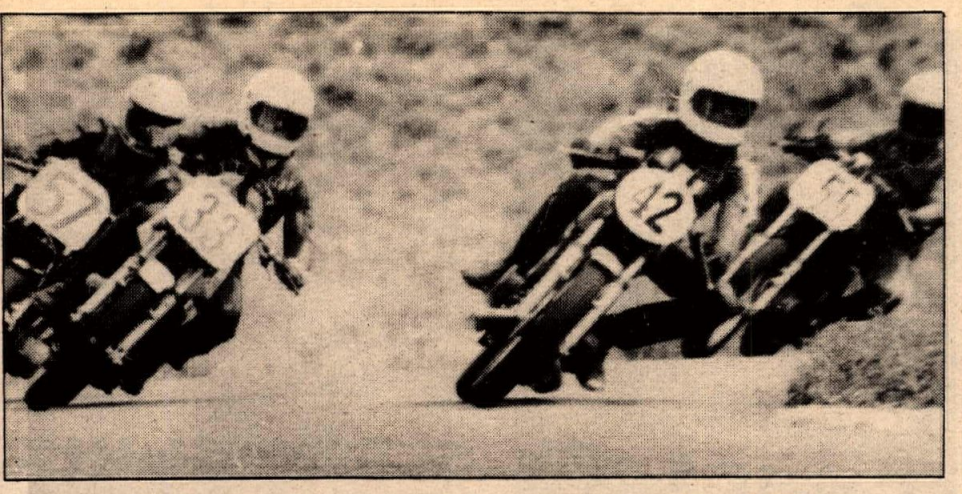
The first Junior semi saw Tim Mertens and Eastern Champion Bob Crabbe run under a blanket in a battle royal all the way to the checkered with Mertens the winner. Second Junior semi found David Jones winning with a good lead, followed by Freddie Spencer and Rick Resweber.

Experts went direct from time trials to two semis. Bubba Rush earned the honors in the first race followed by Chubby Armour, all time track record holder for O.K. City, on his Bill Brown Harley and old timer Sonny Burres, of Portland, OR. Second semi saw Joe Wilson and Exenia, Ohia's Scott Drake battle it out with Wilson winning and Dwayne Houghton of Dawson Springs, KY third.

The flag dropped on the Novice final and the crowd was on its feet as Western Champion Jim Felice flew into turn one followed by Scott Adams, Taylor White and Belleville Honda's Steve Pinkel and the race was on down the back stretch. Adams pushed Felice handlebar to handlebar until the third lap when Adams nosed ahead. Lap four saw a side by side duel through every corner with Adams finally keeping the groove while a full turn behind, Taylor White was leading the rest of the pack with Dodge City's Phillip Culver edging past Pinkel for fourth. The finish was anyone's guess right up to the checkered but there they were — winner, Central Regional Champion Scott Adams on his Lattimer Yamaha; second, Western Regional Champion Jim Felice on his Champion, Klotz, MXL special; and Eastern Regional Champion Taylor White all the way from south Florida.

The crowd was ready for more and they got it as Junior Tim Mertens blasted into turn one of the Junior main. Mertens, Montana's Todd Giesick, and Rick Resweber opened a gap over the rest of the pack down the backstretch, but lap three saw Freddie Spencer catch Resweber and pass him with Dave Jones moving into fifth. It was still anybody's race by lap five with the first five places nose to nose, led by Mertens, Giesick, Spencer, Resweber, and Jones. The rest of the field, way behind, was led by Oklahoma's Tommy Cartwright with Georgian Noot Irwin on his tail. Spencer moved into third on lap six but slid out of the groove which let Crabbe grab third and Resweber back into fourth. The first three places were still riding as one blob, with Mertens leading and Jones, coming on strong, moving into second at the white flag. At the finish, Mertens, Jones and Giesick were tail to nose followed by Resweber, Spencer, Tommy Cartwright and Noot Irwin.

After a false start that turned the whole field loose for a practice lap, the Experts were all zapped in turn one by Sonny Burres. Houston's Bubba Rush was all ready to show where he was going by turn two and he set sail down the back stretch followed by Burres, Scott Drake and Joe Wilson. By lap three Rush had a commanding lead, widening the gap at every lap, with Burres and Drake going at it handlebar to handlebar; Drake won the battle. Wilson finally got by Burres which left a battle between Burres and Armour with the final lap coming up. Rush was way out front at the finish with Drake on his Skip Eaken, KK Supply for second and another big gap between Wilson. Armour, Burres, McDonald, Jones, Duma, high point central Expert Phil Darcy, Steve Pendergraft, and Randy Waldrop rounded out the finishers.



Lynn Pittman (42), Geoff Cesmat (33), Tom Marguardt (57) and Mike Cameron (55) battle through the uphill sweeper at the Aspen six hour.

The Oklahoma Championship event, originally scheduled for the day before, had been postponed to today. Eight riders started with Ronnie Jones on his Viper Racing Frame special leading off followed by Phil McDonald on his CPD Lectron K&N Harley, then David Jones and Tommy Cartwright. The third and fourth lap found McDonald closing on Jones and David Jones in hot pursuit on Sonny Burres' Triumph which he had borrowed for the event. On lap five Burres' Triumph gave up after a hard weekend and Mc Donald went into the lead. That was the finish — Phil McDonald, Ronnie Jones, Tommy Cartwright, and Phil's younger brother, Gary McDonald.

Hugo Shea, promoter of the ill fated double rained out National at Oklahoma City two years ago is working on something for this spring. Hugo does not do things in a small way, so stay tuned.

Results

NOV. MAIN: 1. Scott Adams. 2. Jim Felice. 3. Taylor White. 4. Phillip Culver.

JR. MAIN: 1. Tim Mertens. 2. David Jones. 3. Todd Giesick. 4. Rick Resweber. 5. Tommy Cartwright. 6. Noot Irwin.

EX. MAIN: 1. Bubba Rush. 2. Scott Drake. 3. Joe Wilson. 4. Chubby Armour. 5. Sonny Burros. 6. Phil McDonald.

Oklahoma State Championship: 1. Phil McDonald. 2. Ronnie Jones. 3. Tommy Cartwright. 4. Gary McDonald.

MRA's fifth annual Aspen six hour

By Bob Shettel
Photo by Dana Lillie

ASPEN, CO, OCT. 6

The 1979 Aspen Six Hour Endurance event was another razor close road race this year. After six hours and 332 miles of racing, the top five finishers were all within the same two lap space. It seems that every year, more people pack themselves at the front.

The Nippon Denso sponsored event got underway at 10:30 a.m. and Brian Fenton immediately jumped into the lead on a Suzuki GS 1000. Ordinarily, the tight Aspen track does not respond amicably to big bore machines for endurance racing, but Brian and his co-rider George Wallack set out to prove that it could be done. They stayed in the lead for the first four hours, running a beautifully fast and consistent race.

Behind them a lot of good teams struggled. Last year's winners, Charlie McDonald and Tom Marquardt, had a minor crash and finally dropped out of the race with engine troubles. Team Conehead's Ricky Orlando and Joel Tucker rode a fast, crash free race, but spent seven laps in the pits replacing fried brake pads. Merlyn Plumlee had a first lap, first turn crash that just barely pulled them out of the number one spot.

Shortly after the four-hour mark, the battery for Fenton and Wallach's total loss ignition died, and it took them over five laps to diagnose the problem, replace it, and get back on the track. That time interval allowed the Yamaha 500 thumper of Norm Meyer, Vance Berg, and Bob Shettel to gain a slim lead after running a fast, trouble free race.

For the duration of the race the Yamaha thumper stayed in front, but only by a slim margin. When the checkered flag fell, Norm, Vance and Bob had 302 laps. Twenty-five seconds down, and also with 302 laps, were Merlyn Plumlee and Mike Willet on a TT 500. Third place went to Brian Fenton and George Wallack with 301 laps, followed in 20 seconds by Team Conehead on an RD 400. Fifth place, with 300 laps, were Dennis Zickrick and Colorado's first lady of roadracing, Terri Wischhoeffer, riding a Honda XR500.

The weather remained perfect throughout the race and a record number of laps were run. Another record was set; the ambulance had to enter the track only two times. It was a superby safe and exciting fifth year celebration of the Aspen annual Six-Hour.

Results

0-500 PROD: 1. Mike Murphey/Curtis Kays (325.6 mi.); 2. Gary Amundsen/Randy Osborn (289.3 mi.); 3. Woody Witte/Neil Reynolds/Dave Lucas (288.2 mi.); 4. Mark Woodward/Steve Kindsfather (287.1 mi.); 5. Don Medina/Bob Burkler (284.9 mi.); 6. Lynn Pittman/Steve Armstrong/Jim Wessely (209.0 mi.).

0-500 SUPERBIKE: 1. Bob Shettel/Norm Meyer /Vance Berg (332.2 mi.); 2. Merlyn Plumlee/Mike Willet (332.2 mi.); 3. Ricky Orlando/Joel Tucker (331.1 mi.); 4. Dennis Zickrick/Terri Wischhoeffer (330.0 mi.); 5. Bob Brownell/Geoff Cesmat (327.8 mi.); 6. Mike Cameron /Ken Hoogland (322.3 mi.); 7. Richard Blanton/John Marks (309.1 mi.); 8. Art Friedman/Jeff Karr/James Parker (306.9 mi.); 9. John Roddy/Mike Davidson (297.0 mi.); 10. Mike blair/Don Zimmerman (279.4 mi.); 11. Jim Sonnleitner/John Flieder (276.1 mi.); 12. John Gardner/Mike Moore/Bill McLain (1.1 mi.).

501-OPEN PROD: 1. Paul Donaldson/David Stermer (314.6 mi.).

501-OPEN SUPERBIKE: 1. George Wallack/Brian Fenton (331.1 mi.); 2. Hugh Force/Ray Farrow (316.8 mi.); 3. David Stokes/Mike Mangham (312.4 mi.); 4. Mike Becker/Tim Trampenau (304.7 mi.); 5. Stan Nowakowski/Bob Rushnov (275.0 mi.); 6. Edward Mores/Brian O'Niell (242.0 mi.); 7. Tom Lawrenson/Bob Flannery (179.3 mi.).

Surber, Kelly top money winners at Rio Bravo

By Rio Rat

HOUSTON, TEXAS SEPT. 30

What looked like disaster one week ago, when Rio could not open because the track was totally under water, spelled "roll out the watertrucks" today. Out

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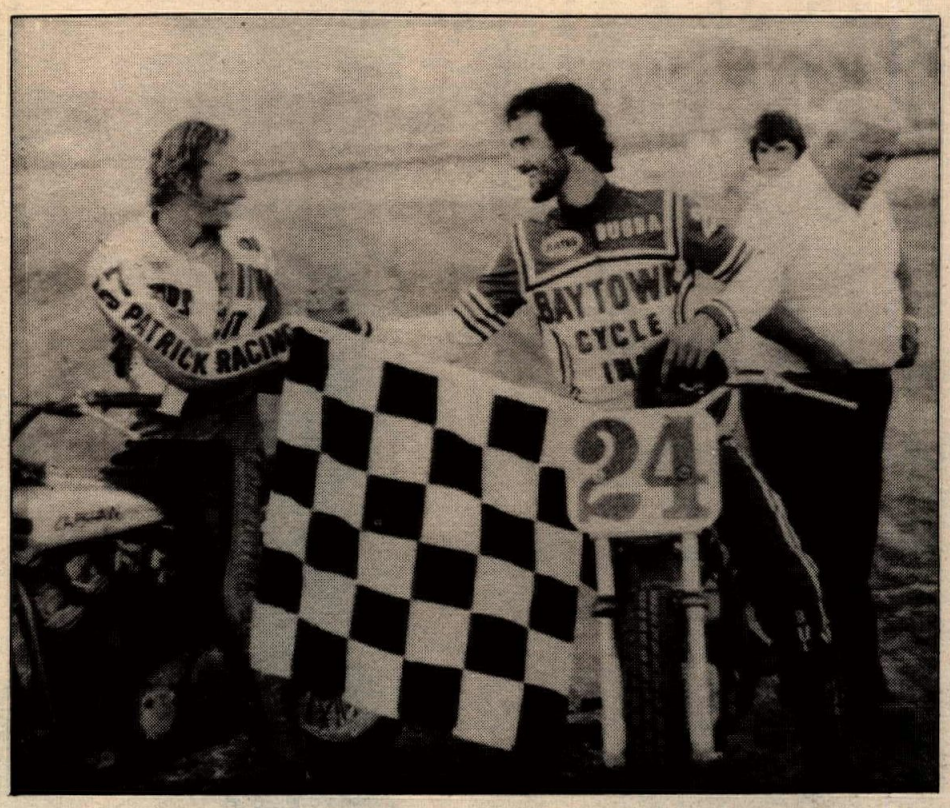

Bubba Rush (24) and Joe Wilson shake on it after a fine race at OK City.

of town Experts, getting primed for the regional AMA points race Oct. 27, spurred Rio to bump the purse up but the hometown team of Jerry Surber Jr. and Shawn Kelly kept the cash at home. When Honda mounted Kelly yielded to a sticky ring, Surber, on the Howard-Hunziker Honda, bussed his 125cc to the win. Close on his tail was Honda mounted David McClain.

The 250cc Expert class saw the Kelly parade from wire to wire in both motos. Surber now competeing in the 250cc class was third, behind McClain who finished second overall.

The 250cc Intermediates have always been a hot class at Rio. Many good riders who don't want to fight the likes of Kelly, compete regularly and today the leaders traded moto crashes and wins during the close running. Randy Choat (Yam) came out first over Byron Chism (Hon) and Jeff Ellis (Hon). Bringing up fourth was Paul Beavers (Yam).

Results

MINI MINI: 1. Trey Dahlstrom; 2. J.R. Larose; 3. Heith Parker.
MINI JR: 1. Mark Cochran; 2. Dusty Meyers; 3. Mike Harter.
MINI SR: 1. Jeff Gibson; 2. Chad Parker; 3. Rocky Myers.
100cc: 1. Jason Elder; 2. James Iley; 3. Chris Wells.
125 BEG: 1. Mike Holmes; 2. Ken Mungle; 3. Roy Stahl.
125 NOV: 1. John Reader; 2. Wayne Boswell; 3. Jay Mitchell.
125 INT: 1. Von Thomas; 2. John Miller; 3. Dewayne Wegmens.
125 EX: 1. Jerry Surber; 2. David McClain; 3. John Bersch.
NOV 250: 1. Glenn Muehlstein; 2. Tom Kennedy; 3. Billy Sandifer.
250 INT: 1. Randy Choate; 2. Byron Chism; 3. Jeff Eliss.
250 EX: 1. Shawn Kelly; 2. David McClain; 3. Jerry Surber.
500 INT: 1. Tom Kennedy; 2. Glenn Muehlstein; 3. James Stewart.
OVER 30: 1. Jerry Walker; 2. Bobby Villareal; 3. John Schmidt.

Felice, Crabbe, Rush grab OK State Fair Half-mile

By Frank H. Harrison

OKLAHOMA CITY, OK, SEPT. 29

From the start of the Expert main event, you could tell Houston's Bubba Rush wasn't going to settle for any more "dead heat" finishes like he and Ted Boody had at the recent San Jose National trophy dash. With a full turn lead on the field, Rush, on his Klaus Speedworks Edwards Motor Co. Jemco Harley, kicked off the Oklahoma State Fair three race weekend in grand style.

A small but enthusiastic crowd of only 1200 faithfuls watched as riders from 20 states lined up for the program. With the best of all classes, which included regional champions from east and west in attendance, it was fast and hot racing right down to the final events.

The Novice final was bound to be a real thriller with western regional points leader Jim Felice and central leader Scott Adams both on the line, but as the flag dropped Gerald Bowman zapped the field into turn one. Bowman was streaked down the backstretch by Adams on his Dennis Latimer tuned Yamaha with Felice in hot pursuit on his Klotz MXL Champion Racing Yamaha. Tom Colson, on his Viper racing Yamaha, also passed Bowman while Felice continued to pressure Adams, but back in the pack Lorne Wofford was coming on strong from a bad start and picked his way through the pack to fourth place. Lap five saw Felice finally winning the battle over Adams, but it was still anybody's guess for the finish. Felice, Adams, and Colson put a big gap ahead of Wofford, leading the rest of the pack, and that was the finish at 10 laps — Felice, Adams, Colson, Wofford, Tommy Potter and Phillip Culver.

The Junior Main was also met with great expectation as central high point leader Don "Bubba" Shobert and eastern leader Robert Crabbe were both in the lineup. The start was disasterous, however, as a three rider pileup occurred in turn one which included former Novice regional champ Larry Beale, Jr., in his first AMA event in two years. Fortunately nobody was eliminated and after the riders straightened their handlebars and composures a good restart was in order.

Crabbe grabbed the first turn on his family sponsored/Lancaster Harley-Davidson special followed by Shreveports' fast Freddie Spencer in one of his few flat track appearances this year, and Bubba Shobert on his Valvoline Scott Machine Harley of Lubbock. Crabbe set a comfortable lead while Spencer and Shobert battled for second place with Tim Mertens in fourth and Tim Cartwright leading the rest back in fifth.

On lap five Shobert passed Spencer and started closing the gap on Crabbe. With four laps to go, the crowd forgot about the rest of the pack as east and central battled side by side down the straights, in and out of the groove in the turns, to an almost photo finish. Crabbe took the win over Shobert by less than an wheel with Spencer way back in third, Mertins fourth and Cartwright fifth.

The Expert main was documented with some guest comments by former National announcer Bob Robertson. "If you are 18 years old and riding here today, Sonny Burres was an Expert when you were born." And there he was, in the Expert main, coming from a second place finish in the first semi, doing what he does best.

At the start it was Bubba Rush with Joe Wilson in hot pursuit along with Sonny Burres until Wilson jumped his Santa Fe, NM Capshaw Enterprises Harley in front.

On lap five the battle heated up between Rush and Wilson and again Wilson pulled out a bare lead as Rush tried everything on the straights and turns. Wilson hung on to it, But Rush finally got under and into the groove as Wilson drifted wide. Scott Drake zapped by Burres and Wilson on lap eight but the finish found Rush way out front ahead of Drake, Wilson, Ronnie Jones, Willie Crabbe, Burres, Tommy Duma, Dwayne Houghton, Phil Darcy, and last year's Oklahoma State Champ, Danny Cartwright.

Results

NOV MAIN: 1. Jim Felice; 2. Scott Adams; 3. Tom Colson.
JR MAIN: 1. Bob Crabbe; 2. Don Shobert; 3. Freddie Spencer; 4. Tim Mertens; 5. Tim Cartwright.
EX MAIN: 1. Bubba Rush; 2. Scott Drake; 3. Joe Wilson; 4. Ronnie Jones; 5. Willie Crabbe.

Short track winner, Ronnie Jones.

Adams and Jones take Oklahoma St. Fair short track wins

By Frank Harrison

OKLAHOMA CITY SEPT. 29

Former regional Novice champion Ronnie Jones put on a tremendous show of racing talent as he picked off riders one by one to win the Junior Expert main event at the Oklahoma State Fair short track.

At Oklahoma City, you never know how many riders may show up at the AMA event. So many riders from Texas, Louisiana, New Mexico and other states have to go so far to get points that some don't have the money to get back home. But this track, famous for names like Dusenberry, Nixon, Nix, Pressgrove, and Cleek, didn't lack talent tonight. The grandstands swelled as referee Don Lohman read off the program: eight novice heats with the first three going to the semis of 12 men each, and the same for the final. The Expert Juniors would run eight heats likewise.

The stage was set for a fast evening and last year's winner Bubba Rush was ready to keep his crown tonight, after winning the afternoon's half-mile event.

Despite a late start, the heats went quickly and it all boiled down to Novice semi wins by western regional highpointer Jim Felice, and Terry Bird. Junior Expert semis were won by Oklahoma City's Ronnie Jones and Dallas's Steve Gulledge and the program was set for the main events.

The Novice main with Western Regional champ Jim Felice and Central champ Scott Adams both in the lineup was a cliffhanger from the start. Felice was quickest off the start but the race was red flagged after a pileup in turn three. The restart saw Scott Adams taking advantage and by lap two Adams had a demanding lead over Phillip Culver and Dion Dulaney. By lap three Felice, on his Klotz Champion MXL Yamaha, was coming on strong in third while Culver was losing his seat which was mounted to the rear fender. Culver made a valiant ride, with feet on footpegs and fender flapping in the wind. Trying to keep his dignity he just started motocrossing, to hell with the seat, but it was to no avail. Felice had passed him by lap seven with Thom Colson in fourth and Dulaney in fifth. Lap nine saw a battle between Colson and Dulaney down to the wire, but the finish saw Adams on his Dennis Latimer Yamaha take the flag first followed by Felice, Culver, and Dulaney.

The Junior Expert contingent was ready for a knockdown drag-out and it was Steve Gulledge who jetted into turn one with Oklahoma City's Ronnie Jones hot on his tail. The red flag came out when a three rider pileup in turn one took down Ronnie Edgins, Willie Crabbe and David Jones.

On the restart, it was once again Gulledge on his Bultaco of Dallas mount with Ronnie Jones (Viper Racing) flying too wide as Bubba Shobert tailed Gulledge down the back stretch with Willie Crabbe in third. Shobert kept the pressure on Gulledge as Crabbe, Jones and Joe Wilson followed. Further back, Tim Cartwright led the rest of the pack.

Ronnie Jones suddenly started coming on strong. He picked off Shobert, then started working on Gulledge as Wilson and David Jones battled back in fifth. Jones finally grabbed the lead on lap eight and at the finish it was Ronnie Jones, Steve Gulledge, Bubba Shobert, Willie Crabbe, and David Jones. And whatever became of Bubba Rush? He seized in practice. ●

Results

NOV MAIN: 1. Scott Adams; 2. Jim Felice; Phillip Culver; 4. Dion Dulaney; 5. Thomas Colson.
MAIN JR EX: 1. Ronnie Jones; 2. Stebe Gulledge; 3. Bubba Shobert; 4. Willie Crabbe; 5. Bob Crabbe; 6. Joe Wilson.

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Toyota Supercross Series

11/17 Anaheim, CA

AMA National Enduros

Eastern Region

11/ 4 Twin States Nat'l
W. Kentucky Trail Riders
Kentucky

Western Region

10/21 125 mi. Nat'l
Mt. Baker M.C.
Washington
10/28 100 mi. Nat'l
Far West M.C.
California
11/ 4 100 mi. Nat'l
Redding Dirt Riders
California

Trans-USA Series

10/21 Sonoma, CA

1979 DRAGBIKE National Schedule

10/20-21 Las Vegas, NV
10/28 Orange County, CA
11/3 Houston, TX
11/9-10 TBA
12/1-2 Gainesville, FL
National Finals

S.C.O.R.E. Off Road Racing

11/6-9 Baja 1000
Baja, CA

Revised D-37 Calendar

10/20-21 So Cal MC GP
10/27 Checkers H&H

EVERY WEEK

Wednesday

CMC STADIUM STYLE MX
Fremont Raceway, Fremont, CA. All new track layout & surface + Supercross type drop back start gate. All classes. Entry $8/$10. Spectators $2, pit pass $1. Open 5 p.m., prac. 6:30, race 7:30. 415/355-4760, 651-2545.

CMC MOTOCROSS/ATC/ ODYSSEY & TT RACES
Chula Vista, CA, Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117, go E 5½ mi. across from Brown Field Airport. Prac. 6-7 p.m., sign up 4:30-7 p.m., 1st race 7:30 p.m. Entry $10. Trophies. Spectators $3.50, under 14 yrs. $1.50. CMC lic. req. Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. Santa Ana Fwy. at Sand Canyon, San Diego Fwy. at Irvine Center Dr. Gate open 5:00 p.m., prac. 6, race 7. Entry RACE memb. $6; non-memb. $8; Pros $15. Admission not included. Gate fee adults $3/students $2/kids $1. 30% brass. 100% Pro p.b. 714/552-5511.

WASHINGTON

AMA MOTOCROSS
Bellingham, WA. Exit 255 1 mi. E, L on Hannogan Rd., 1 mi. Mini thru Open classes. Entry $5.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

D-36 NIGHT ROUGH Scrambles
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5695; 634-3328.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

AMA TT
Bellingham, WA, exit 255 off I-5, 1 mi. E on Hannegan Rd., 1 mi. 80/125/250/750cc classes. ¼ mi. Semi Pro TT. Entry $6.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

OREGON

OPEN SPORT RIDING/ FLAT TRACK/ MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

October 19

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $8 Sptsmn., $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36

numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

CMC STADIUM MOTOCROSS
Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd., btwn. 8 mi. Rd. & Armstrong off Freeway Frontage. All Sptsmn. classes, minis, OTs, Vets. 30% trophies, 150% Pro p.b. Entry $8. Gate open 5:00 p.m., prac. 6, race 7:30 p.m. Ed Brooks, 8600 Live Oak Rd., Stockton, CA 95212. 209/462-0887.

7th ANNUAL RICHMOND RAMBLERS MINI GP
Richmond Rod & Gun Club, 3155 Goodrick Ave., Richmond, CA $700 + purse. Pros, mechanics, celebrities. 100cc limit. 17" wheels. $1 to watch. 415/235-6505; 235-7322.

October 19-20-21

5TH ANNUAL VENTURA CUSTOM CAR & M/C SHOW
Ventura County Fairgrounds, California. Info: R.G. Canning Productions, P.O. Box 400, Maywood, CA 90270. 213/587-5100 or 588-1934.

October 20

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $8 Sptsmn, $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req: All classes. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $8. Gates open 6:00 p.m., prac. 7, race 8. Free o/n camping. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy. 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m., race 8 p.m. 408/394-8225; 899-2401.

October 20-21

D-37 AMA/SRA CAL CITY GP
California City, CA. Limed from Hwy. 14 & Cal City turnoff. All classes & hacks, one entry fee. $20 mail, $30 post. Mail extended to Oct. 15. 20% trophies, finisher buckles. 20 mi. of new course & some paved streets in town. Sat. 8 a.m. 0-200cc Nov/Beg & underclassified; 11 a.m. all Vets (30 yrs. +). 2 p.m. 0-200cc Am/EX. all hacks. Sun. 8 a.m. All Sr/Women. 11 a.m. 250-Open Nov/Beg & unclassified. 2 p.m. 250-Open Am/Ex. Send 3 SASE (#10) & entry to: So Cal MC, 7904 Glenoaks Blvd., Sun Valley, CA 91352. Richard 213/998-7632 (day); Rory 213/375-1336 (eve.)

October 21

NMA/KAWASAKI FALL NATIONAL MX SERIES
Sunrise Valley Cycle Park, Adelanto, CA. N on I-15 to 395, N 10 mi. 4 race series, three 1980 Kawasakis to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis. 100/125/250cc mc's. Age groups 9-11 yrs. and 12-16. yrs. for minis. Up to 18 yrs. for mc's Gate opens 6:30 a.m., prac. 8. Entry $15 mail. $10 for Pee Wees. No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

PENASCO 15 ATC RACES
Puerto Penasco Mexico, Rocky Point Mexico, on the Sea of Cortez. All ATC classes welcome. Trophies, pins, short course, lap races. Entry $7 per class. Entry deadline Oct. 15. Send entry & fee with 2 SASE to ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

D-36 SHORT TRACK
Salinas Airport, Salinas, CA. Hwy. 101 & Airport Blvd. All classes + minis. 100% p.b. to Ex. Entry $6. Prac. 10:30 a.m., race noon. Class C traction, full leathers. For info: Bob Rosa, 84 Carlton Dr., Monterey, CA 93940. 408/899-2401; 394-8225.

THA/EDITH NICHOLS BENEFIT HILLCLIMB
Satan Staircase, Millsap, TX. I-20 W out of Ft. Worth exit N at exit 394 on to FM 113 to Millsap. At Millsap take FM 3028 W approx. 3 mi. Sign up 9-10:30 a.m., climb. 11:00. Gate fee $3.50. All classes 80-1000cc 4-wheel drive competition in 2 classes & 1 class of Dune Buggys. 400 ft. climb, 6 steps. All proceeds will be donated to family of Edith Nichols-donations greatly appreciated. For info: Texas Hillclimbers Assn. 214/339-1238; 339-6074.

CRC $4200 PRESIDENT's CUP GRAND PRIX
Indian Dunes, Valencia, CA. $3000 Pro purse, $1200 in gift cerfiticates to Spt[illegible] Spnsd. by ITT. Dbl. CR[illegible]sert & MX pts. 50 min [illegible]. Mail entry to CRC, 24[illegible] Grand Ave., Carson, CA [illegible]. Mail entry $15 Sp[illegible]; $25 Pros. Pst $20 Sptsmn; $35 Pros. No memb. req. 213/830-7519.

SEARS POINT TRANS-USA MOTOCROSS
Sears Point Raceway, Highways 37 & 121, Sonoma, CA. Final race of series. For ticket & race info: 707/938-8448.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

D-36 MOTOCROSS
Winnemucca, Nevada. Calder Cycle Park. 2 mi. W. of town, old Hwy. 40. All classes. Am. $11, Semi-pro $20 (Nov. 4 only), spec. $3. Nov. 4 150% p.b., $20 entry, $11 am. Sign-up 7-8 am, prac. 8-9 am, 1st moto 9:30 am. 3 race series. Give away 1979 Kawasaki KX250 (Must finish 1 moto at each date. D-36 rules apply. Info: P.O. Box 1239, Winnemucca, N 89445. 702/623-3577 after 5 pm.

MOTOCROSS
Boise, ID. Owyhee MC. Harrison Blvd. to Bogus Basin Rd., L on Cartwright Rd., follow signs 3 mi. Prac. 8 a.m., race 10. Info: P.O. Box 733, Boise, ID 83701. 208/376-3894; 375-5956.

MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1 mi. W of 99th Ave. & Carefree Hwy. CANCELLED thru Ex. classes. [illegible]x. p.b. Entry $10/$14. Gate opens 6 a.m., prac. 7:30 T. Timmons, PO Box 1594, black Canyon Stage, Phoenix, AZ 85029. 602/247-9160, ext. 86.

ITA TRIALS
Saddleback Park, Orange, CA. Ex/Am/Nov/Beg/Sr classes. 40% medals. Entry $7 memb./$9 non-memb. 1st time Beg. class $7. Jean Fredette: 501 E. Orangethorpe, Anaheim, CA 92801. 714/879-0570.

AMA SHORT TRACK
Oakdale, CA, Pioneer Arena. S off Hwy. 120 btwn. Oakdale & Escalon on Pioneer Ave. All Short track classes & minis. Entry $5.50. Class C traction. For info: Jerry Griffith. 209/847-5558.

MEMPHIS "COTTONBOLL" ENDURO
Amarillo Track & Trail Riders, PO Box 9251, Amarillo, TX 79105. Kenneth Cheek 806/352-0829.

October 25

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

October 26

CMC NIGHT MX NATIONALS
Orange Show Fairgrounds, San Bernardino, CA. SB Fwy. to 15E, Orange Show Road. 8:00 p.m. All classes, Pros & Amateurs. $3,300 Pro purse. Entry $10/$15. Qualifiers on Oct. 5, 12, 19. Entry $10 (qualified), $15 (not qualified). For further info: American Raceways, Inc., PO Box 3072, Arcadia, CA 91006. 213/446-0969.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International tgrack. Cash to Pros, 30% brass to Sptsmn. Sign up 6:00 p.m., prac. 6:30, race 8:00 p.m. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

D-36 NIGHT ROUGH SCAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

CMC STADIUM MOTOCROSS
Lodi Cycle Bowl, Lodi, CA 5801 E. Morse Rd., btwn. 8 mi. Rd. & Armstrong off Freeway Frontage. All Sptsmn. classes, minis, OTs, Vets. 30% trophies, 150% Pro p.b. Entry $8. Gate open 5:00 p.m., prac. 6, race 7:30 p.m. Ed Brooks, 8600 Live Oak Rd., Stockton, CA 95212. 209/462-0887.

October 27

D-37 CHECK CHASE HARE & HOUND
Ludlow to Parker, AZ. Limed from Ludlow, CA. All classes. Entry $22. Pr[illegible] to point. 8:00 a.m. st[illegible] entry only. CANCELLED Che[illegible] M.C., 13742 Borden Ave., Sylmar, CA 91342. 213/986-4904.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m. race 8 p.m. 408/394-8225; 899-2401.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1 st. place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

October 27-28

COORS/SUN GRAND PRIX
Phoenix International Raceway, 115th Ave & Baseline Rd., Phoenix, AZ. Off-road, Pros, Pro sidecar races. $1000 purse to Pros. entry $18 & $35. All classes welcome Nov/Beg/Women 8:00 a.m.; sidecars 11:30 a.m.; Pros Ex, Am, Sr 1:00 p.m. Participation pins, finisher pins. All races 100 mi. New course, desert, MX mud,

CRC PROUDLY PRESENTS

1st ANNUAL ANAHEIM STADIUM

Associate Sponsor: KALGARD

WESTERN STATE AMATEUR CHAMPIONSHIP

MOTOCROSS

SUNDAY, NOVEMBER 18, 1979

$2100 PRO PURSE

Qualifier Series Dates
Entries Limited to 1000 Riders

10-19 Fri. Nite	CORONA
10-21 Sun.	G.P. INDIAN DUNES
10-28 Sun.	SADDLEBACK
11-4 Sun.	CARLSBAD

THE LAST CHANCE SUBURU QUALIFIER

In conjunction with Coca-Cola MOTOCROSS FINALS ANAHEIM STADIUM SATURDAY, NOV. 17

60 80 100 125 250 OPEN CRC VETS

Tickets available at Ticketron

ANAHEIM QUALIFIERS: OCTOBER 19, 1979
CORONA
—FRIDAY NIGHT MX—

—THIS WEEK—
OCTOBER 21, 1979
INDIAN DUNES G.P.
— SUNDAY
PRESIDENT'S CUP $4200.00
POST ENTRY ONLY

Top Riders in all classes will qualify for the Stadium Race at any or all of the qualifiers.

INFO: (213) 830-7519

CRC MEMBERSHIP REQUIRED

RIDE WITH THE FAST ONES

NEW Veterans Division (ages 30-39)

DISTRICT 37 COMPETITION RIDER AMA

Call Referee 714-496-8779

RACERS Hot Line 213-598-0615

Oct. 20 & 21 — So. Cal. MC Grand Prix
Oct. 27 — Checkers Hare & Hound
Nov. 3 & 4 — Checkpoint Enduro
Nov. 4—Dirt Diggers Moto-X
Nov. 11—Huntington Beach Hare & Hound

CRC DESERT RACE SCHEDULE

Oct. 21 — ITT G.P. Indian Dunes Double CRC Points
Nov. 4 — Rosarita G.P. Baja Double CRC Points
Nov. 18 — Hare Scrambles Red Mountain
Dec. 2 — Hare Scrambles Lucerne

CRC Membership Required
for info call
(714) 689-6114

CRC ENDURO EVENT SCHEDULE

YAMAHA ENDURO SERIES
Nov. 11 - Iron Horse Enduro Red Mountain
Dec. 9 - Santa Claus Enduro Lucerne
High Point Rider Wins New IT-175 YAMAHA
for info call
(714) 689-6114

Insanity is learned---- Read on!!

Open 7 Days 714-558-1584
CMC-MX, ITA Trials — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

*** SRA GP SCHEDULE ***
*Oct. 20-21 So. Cal. Cal City
Oct. 28 Carlsbad
Nov. 25 Riverside
*See Calendar For Details
714-828-1358

CORONA RACEWAY

4th Annual Great Pumpkin GP SUNDAY OCTOBER 28

SCOTT PRESENTS

"BOOT RACE"

1ST PRIZE SCOTT BOOTS

100% payback to Pros
100% finisher pins
25% trophies

—Classed by Bike Size
—"Foot" Race Start
—1 Lap Race

SILENCERS MANDATORY

Entry Fee $13.00 (mail) $20.00 (post)
Team Race $8.00 (mail) ea. $10.00 (Post) ea.
Must Send Entries Together
Boot Race $4.00

Gates Open 7:00
Practice . . . . . (0-125) 8:00
Practice . . . . . (250-500) 8:30
All 0-100's & Women . . . 9:15
125-250-500 Pros 10:15
All Vets 11:15
All 125's 12:30
All 500's 1:30
All 250's 2:30
Team Race 3:30
Boot Race 5:00

AVOID THE HASSLE OF RACE DAY ENTERING AND SAVE MONEY BY ENTERING EARLY

Mail Entry & $13.00 (check or money order) with Self-addressed envelope for results. To: Corona Raceway P.O. Box 388 Corona, CA 91720 or Bring to Corona Raceway Office

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. official!
DEADLINE: ALL MAIL ENTRIES MUST BE RECEIVED BY NOON, OCTOBER 26.

Fill Out Completely

circle one SIZE	circle one SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	circle one R.A.C.E.
MINI 100 125 175 250 500	Beg. Nov. Int. Exp. Girls Vets(32+)	print	print	print	print	Member Non-Member

vets & girls circle two

CORONA RACEWAY R. A. C. E. GRAND PRIX

CC's: SPONSOR: AGE PHONE NUMBER ( )

ADDRESS
(Number) (Street) (City) (State) (Zip)

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREAS:

In consideration of my being admitted to areas from which the general public is excluded:

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged, in any manner while I am within the restricted area, I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property. READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES_____ NO_____ BLOOD TYPE_____

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN_____
Parent's Signature

RIDER'S SIGNATURE_____ DATE_____

info: 714-735-1705

**Stre - e - tch your weekend—
Ride your motorcycle to work
Monday!**

asphalt, water & no dust terrain! Riders ins. O/N camping. For info: A.H. Tellier, 8302 E. Camelback, Scottsdale, AZ 602/956-1514.

THE PAT JACOBSON MOTOCROSS RACE
Spanaway Speedway, Spanaway, WA. $3000 Pro purse. Proceeds from race will go to offset costs for Pat's recovery & rehabilitation. Gates open Sat. 6 a.m., prac. 7:30-8:30, race 9. Sun. gates open 6, prac. 6:30-7:45, race 9 a.m. Amateur donation entry $18 per class inc. 2 day pass. Pro donation entry $25 per class inc. 2 day pass. PeeWee donation entry $10 inc. 2 day pass. $2 discount for pre-entry per rider. US Suzuki Team riders will ride for Pat. Entry & fee to Pat Jacobson MX Race, 35020 Military Rd. South, Auburn, WA 98002. 206/833-4615; 573-3119.

U.S. OFF ROAD GRAND PRIX
Fresno Fairgrounds, Fresno, CA. All AMSA 4/wheel, motorcycle & Odyssey classes. Racing starts 11 a.m. Entry fee $150, 70% total p.b. in class. Alta Baja Championship Series of Off-Raod Racing. Sponsored by Claude's Buggies, presented by American Motor Sports Association. P.O. Box 5473, Fresno, CA 93755. Special Grand Championship event-fastest 30 finishers by time & no. of laps regardless of class. 30 min. event. No entry fee, $2500 purse. For info: 209/439-2114.

October 28

SDRA MOTOCROSS
Star Track, El Paso, TX. From dwntn. El Paso, take I-10 N to Mesa exit, L (west) on Mesa to NM 273. R on NM273 for 2 mi. Track is on R. Gate opens 8 a.m., prac. 9:30, race 11 a.m. Entry mini-mini $5/Ex. $9/all others $7. $2 gate fee. $300 purse/$100 per class, 7 riders per class min. 100% p.b. for less than 7 riders. 33% brass Nov/Am. Southwest Dirt Riders Assn., 239 Alvarez, El Paso, TX 79932.

SRA GRAND PRIX
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off 405 Fwy. All classes. Finisher pins, 20% trophies. Post entry $12. Non-member. add $1. 0-200cc & all Srs. prac. at 8 a.m., race in a.m. 201-Open prac. at 12:30 p.m., race in p.m. 714/828-1358.

ZAP/CMC MOTOCROSS
Fremont Raceway, Fremont, CA. Take Hwy.. 17 to Durham Rd. exit, go W 1 blk. All classes, mini-Open. Nov/Int/Pro. Entry $12 ¾Sptsmn, 30% brass. $17 Pros, $15 pay back. Sign up opens 7 a.m., prac. 8, race 9:30 a.m. Gate opens 7. No o/n camping. ZAP 415/355-4760; 651-2546.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn, $13 Pros. 30% trophies, cash p.b. to Pros. Gates open 7:00 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

BIG BOOT AMA NATIONAL ENDURO
Eureka, CA. D-36 pts. "100" mile AMA National Championship. 750 max. rider limit. Entry now open. 1st rider out 8:01 a.m. Entry $15 per rider/ $3 extra for 3-man team. Mail entry closes Oct. 15, 1979. For entry blank or info: Far West M.C., 2637 Spring, Eureka, CA 95501. 707/822-3654 or 443-4090 after 6:00 p.m.

GHOST RIDERS GRAND PRIX
Sunrise Valley Cycle Park, 1 mi. N of Adelanto, CA on Hwy. 395. All classes. Mail entry $15, post $20. For info: George Spellman, 973 Deercrest, Devore, CA 92407. 714/887-1556.

OMRA HIGH DESERT 100
Twenty mi. E of Bend, OR on Hwy. 20. Close to Hwy., follow signs. Riders meeting 9:30 a.m., Ex. start 10, Am. go at 10:30. Entry $20 pre/$25 post after Oct. 15, 1979. Classes: 100cc Trail (50 mi. send ½ entry fee). thru Open Am/Ex. OT class. $100 to OA winner, 30% Am. trophies, 50% Ex. trophies. OMRA Desert pts. Finisher pins to first 250 finishers. OMRA memb. req. for Oregon residents. Spk. arr. & sil. req. Sned 2 SASE & entry check or MO to Cascade MC, PO Box 11 Bend, OR 97701. 503/389-3795; 382-0061; 382-3827.

D-36 MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70. Entrance to track at 1st & F St., at S end of Marysville. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry Sptsmn. $12, Ex. $3 plus $15 to purse, free camping. For info: Charlie Sexton 916/695-2727; 695-2088.

NMA/KAWASAKI FALL NATIONAL MX SERIES
Indian Dunes, Valencia, CA. 4 race series, three 1980 Kawasakis to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis. 100/125/ 250cc mc's. Age groups 9-11 yrs., and 12-16 yrs. for minis. Up to 18 yrs. for mc's. Gate opens 6:30 a.m., prac. 8. Entry $15 mail, $10 for PeeWees. No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a mujst! Tom anderson 415/5695; 634-3328.

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd., Cheshire, OR. Take Hwy. 99 N to Chshire/Hwy. 36 cut off. L at yellow light then 6 mi., turn L on Territorial Rd. Track is on L. ERA dlb. pts. Sign in 10:00 a.m., prac. 11, race noon. Pros $10, Am. $6. 100% Pro p.b. PARA memb. req. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

CMC MOTOCROSS
Elsinore Raceway, Elsinore, CA. Hwy. 71 off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. All classes, minis thur Open. Post entry only. $10/$13, $4 gate fee. CMC pts. race. 714/ 557-3323; 676-4718.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. For info: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk. E of Vincent Thomas Bridge. All classes. 30% brass. Entry $8, Pros $14, gate fee $3. Prac. 7:30-8:30 a.m., race starts 9:00 a.m. 213/547-1818.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

D-36 MOTOCROSS
Oasis Raceway, Clearlake, CA. 18 mi. E of Clearlake on Hwy. 20. All classes. Sptsmn. $10/Ex. $18. $15 p.b. Dbl. Blue Plate pts. Watch for $4, under 12 years. free. Free o/n camping. Sign up 7:00 a.m. 707/994- 4175.

R.A.C.E. GREAT PUMPKIN GRAND PRIX
Corona Raceway, Corona, CA. 91 Fwy. to Magnolia offramp W to Buchanan. All classes. 100% Ex. p.b. $13 mail, $20 post. R.A.C.E. PO Box 388, Corona, CA 91720. 714/735-1705; 689-1913.

ATA/V.O.T.E. TRICK OR TREAT TRIAL
Little Rock Dam, CA. I-5 N to 14E, exit Pearblossom Hwy. E to Barrel Spring Rd. to pits. Follow Bay area signs. All classes. Entry $10. Sign up 9 a.m., start 10. 100% finisher pins. Same day trophy. Spk. arr. req. 213/843-5723; 805/259-0790.

D-36 SEMI PRO MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70. Entrance to Park is at 1st & F St. in Marysville. Prac. 7:30, race 9 a.m. Entry $12 Sptm. Ex. $3 + $15 to purse. Free camping, race rain or shine, NMP, paved pkng., bonus brass, riders ins., free MX T-shirt to 1st in every class. Charlie Sexton. 916/695-2727; 695-2088.

D-37 DESERT MC HARE & HOUND
Soggy Dry Lake, CA. Limed from Y Cafe in Lucerne Valley to Bessemer Mine Rd. Beg& Trail Nov. go 1 loop. Entry $12/1 loopers $10. Start 10:00 a.m. For info: Desert MC, 5192 Princeton, Westminster, CA 92683. 213/355-6078.

MRAN/GAMBLERS NV ST. CHAMPIONSHIP H&H
Starts at Calif. State line S of Searchlight, NV on Hwy. 95. Finish at B.C. 125/250/Open/ Over 38 yrs. Nov/Am/Ex classes. Prac. at 6:00, race starts at 8:00 a.m. Entry $12. 10th annual Nevada State Championships. Bob Maichle, Gamblers MC, 5251 Rambling Rd., Las Vegas, NV 89120. 702/451-6804.

GHOSTRIDERS GRAND PRIX
Sunrise Valley Cycle Park, Adelanto, CA. 80cc & up. Family fun. Prizes for best costumes, man, woman, boy, girl (under 12). Rider trophies, prizes. Entry open till Oct. 21. Mail entry $15/post $20. Gate open 7 a.m., first race 9:30 a.m. Odyssey &ATC's welcome. Finisher pins. Sunrise Valley, 973 Deercrest, Devore, CA 92407. 714/245-7339.

November 2

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/ 446-2241.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events. column. Tom Anderson. 415/798-5695; 634-3328.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only, $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

November 3

AMA SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hills Ferry Rd. & River Rd., Newman, CA-½ hr. W of Modesto. From Hwy. 5, take Newman exit to Hills Ferry Rd. then L to River Rd. All classes. 75% purse. Entry $5 plus $2.50 for Semi Pro. 408/463-0548.

November 4

CHECKPOINT MC "THE ENDURO"
Near Randsburg, CA. 3 loops approx. 100 mi. total. 1st loop for everyone inc. minis, approx. 30 mi. 2nd loop for A/B/C's & women, no minis, approx. 40 mi. 3rd loop for A/B riders only. No C's or women. 3 SASE & entry to Bob Lindgren, 15920 Rushford St., Whittier, CA 90603. $8.50 C's/Women/minis. $15 A/B 3 man team add $1 per rider. Post entry add $2. Drawing 8 p.m., Oct. 25 at Carnation Restaurant, 2910 Yorba Linda Blvd., Fullerton, CA. 213/943-6357; 691-4622 after 6 p.m.

NMA/KAWASAKI FALL NATIONAL MX SERIES
Elsinore Raceway, Elsinore,

CA. Hwy. 71 to Elsinore 4 race series. 3/1980 Kawasakis to be awarded. Classes for PeeWees, 60cc Jr. cycles, 80cc minis. 100/125/250cc mc's. Age groups 9-11 yrs. and 12-16 yrs. for minis. Up to 18 yrs. for mc's. Gate opens 6:30 a.m., prac. 8. Entry $15 mail, $10 for Pee Wees No memb. req. Call for entry forms. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

MOTOCROSS
Boise, ID. Owyhee MC. Harrison Blvd. to Bogus Basin Rd., L on Cartwright Rd., follow signs 3 mi. Prac. 8 a.m., race 10. INfo: P.O. Box 733, Boise, ID 83701. 208/376-3894; 375-5956.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 488-7885.

CRC MOTOCROSS
Indian Dunes, Valencia CA. I-5 to H-126. All classes long motos & cash pros. 2 motos & [illegible] Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/653-5840; 653-7979; 653-4558

HIGHGROVE ENDURO
For info: Highgrove Enduro, 7403 Burleson Road, Austin, TX 78744.

November 9

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

INDOOR MC SWAP MEET
Movie World Exhibit Center, 6900 Orangethorpe, Buena Park, CA. 6-11 p.m. Admission $3 per person, kids under 12 yrs. free. For 24 hr. info: 213/588-0763.

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8 p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros, 30% brass. Sptsmn. Sign up 6:00 p.m. Prac. 6:30, race 8:00 p.m. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7 p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

November 10

AMA SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hills Ferry Rd. & River Rd., Newman, CA-½ hr. W of Modesto. From Hwy. 5, take Newman exit to Hills Ferry Rd. then L to River Rd. All classes. 75% purse. Entry $5 plus $2.50 for Semi Pro. 408/463-0548.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

CRRC PERFORMANCE RIDING SCHOOL
Oak Hill Raceway, Henderson, Texas. WERA sanctioned. $15 admission. All current or potential road racers are welcome. CRRC, 3305 Roschdale, Houston, TX 77025. 512/447-1120.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

November 11

EAST BAY P.I.T.S. EARTH TRIAL '79
Frank Raines Park, Patterson, CA. Hwy. 5-Patterson off ramp. All classes. Entry $4/$6/$1 for kids. O/N camping ok. Sat. night movies. For info: Rose Quinn, 18242 Crest Ave., Castro Valley, CA 94546. 415/582-9211.

CRRC DIVISIONAL ROAD RACE
Oak Hill Raceway, Henderson, Texas. WERA sanctioned. 14 Production, Cafe & GP classes. 6 trophies ea. class. $16 1st entry, $8 ea. additional class. Info: CRRC, 3305 Roschdale, Houston, TX 77025. 512/447-1120.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn, $13 Pros. 30% trophies, cash p.b. to Pros. Gates open 7:00 a.m., prac. 8, race 3. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry 19. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd., Cheshire, OR. Hwy. 99 N to Cheshire/Hwy. 36 cut off. L at yellow light, go 6 mi. then L on Terriotrial Rd. Track on L. Sign in 10 a.m., prac. 11, race noon. Pros $10, Am $6. Dbl. PARA pts. PARA memb. req. Baja cars will also run this event. 100% Pro p.b. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

DBSCA MOTOCROSS
Sayers MX Park, San Antonio, TX. From San Antonio, take US 87 S to Sayers, TX. Take Stuart Rd. S 1½ mi. Follow signs. All classes. 100% p.b. to Ex. Entry $10 Ex/$7 others. $3 gate. Split program; Mini/Nov sign up 8:30 a.m.; Int/Ex sign up 12:30 p.m. DBSCA, 8635 Standing Bear, San Antonio, TX 78242. 512/623-4945.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

November 18

AMA 4-STROKE U.S. NATIONAL MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Open Pro class; Pro sidecar; 0-151/151-360/Open Sptsmn; Dinosaur/Twin class Special Vintage (1970 & older); special women's class; Old Timers (a) 25-34 (b) 35 & up. $1500 Ex/Pro purse. 100% p.b. to sidecars, + $100 bonus. 2-20 min + 2 laps motos. Will use full International GP course. For entry, tickets & info: 4-Stroke Championship, PO Box 1592, La Jolla, CA 92038. 714/452-1783; 968-2124.

Road Runs

Oct. 19-20-21

5th ANNUAL VENTURA CAR & MC SHOW
Ventura Cty. Fairgrounds, Ventura, CA. For more info: R.G. Canning Productions, PO Box 400, Maywood, CA 90270. 213/587-5100; 588-1934.

October 27-28

8th ANNUAL GRIFFITH PARK SIDECAR RALLY
Crystal Springs, Griffith Park, Los Angeles, CA. Sat. afternoon set up, overnight camping, Sun. 10 a.m. Rally. For info: Doug Bingham 213/780-5542; Griffith Park Rangers 213/665-5188.

October 28

GAMBLERS 300 TOUR
Sign in at Big 4 Cycle, 10355 E. Alondra Blvd., Bellflower, CA. Sign in 6-9 a.m. Adults $6, Jrs. $5, kids $4. SCMA memb. 50¢ discount. For info: 714/897-3612; 213/863-0181.

FREE LISTING CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

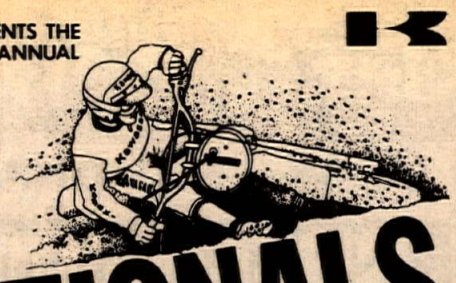
Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

NMA PRESENTS THE 5th ANNUAL



79 Kawasaki FALL NATIONALS

Don't let the good times pass you by!

4 EVENT MOTOCROSS SERIES

OCT. 21 Sunrise Valley Cycle Park ADELANTO, CA.

OCT. 28 INDIAN DUNES VALENCIA, CA.

NOV. 4 ELSINORE RACEWAY ELSINORE CA.

ALL EVENTS: GATE OPENS 6:30AM PRACTICE 8:00AM RACING BEGINS 9:30AM

$7900.00 IN TROPHIES - PRIZES including 30% SUPER TROPHIES

MEMBERSHIP NOT REQUIRED

3 1980 KAWASAKI PRIZE MOTORCYCLES

CALL FOR ENTRY FORMS NOW!

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NMA PO BOX 46 NORWALK CALIF. 90650

BIG BONUS! WIN A 1980 Kawasaki KD80

FREE DRAWING

STOP IN AT ANY SO. CAL. KAWASAKI DEALER AND REGISTER! DRAWING WILL BE HELD AT THE ELSINORE RACE NOV. 4

Whatever you decide to do, do it with Cycle News.

PRESIDENT'S CUP GRAN PRIX

Presented by ITT Diversified Credit Corp.

$3000 PRO PURSE

125 — 250 OPEN 1st $290, 2nd $205, 3rd $170, 4th $135, 5th $100, 6th $60, 7th $40

$1200 SPORTSMAN CERTIFICATES

Redeemable at

CANOGA PARK SUZUKI OR HOUSE OF SUZUKI

OCTOBER 21, 1979

★Double CRC Desert MX Points★

ANAHEIM QUALIFIER

20% TROPHIES SUPERB FINISHER PINS

Mini 100 125 250 Open Vets Women plus ATC's ODYSSEYS

CRC (213) 830-7519 INFO (714) 689-6114

CRC Membership not required
POST ENTRY $20.00 SPORTSMAN
POST ENTRY $35.00 PRO

INDIAN DUNES

J. C. Agajanian Presents:

AMA SANCTIONED

NATIONAL LONG TRACK

SPEEDWAY RACING

CHAMPIONSHIPS

HALF-MILE DIRT TRACK

TWO EVENTS
FRIDAYS
OCT. 26
AND
NOV. 2
8 PM

EARLY ENTRIES

SCOTT AUTREY
RON PRESTON
MIKE BAST
TONY BRIGGS
SHAWN MORAN
DANNY PYEATT
JOHN COOK
LENI FAAS

GENERAL ADMISSION ADULTS $5.50, 13-17 $3.50, 9-12 $1.50, 8 & UNDER FREE

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(213) 321-1100
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FREE VIP PARKING FOR MOTORCYCLES

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"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"

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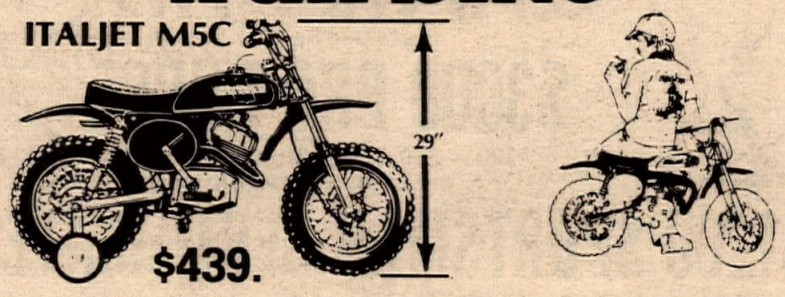
ITALJET

Tough little trail bike

ITALJET M5C



$439.

It's tough on the trails with a 2-stroke engine and knobby tires. Automatic transmission. Training wheels optional. Ages 4 to 7.

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Twentynine Palms, CA
92277

714/367-9179

RESULTS

KCIR Motocross
Kansas City, MO
Sept. 7, 1979
By Mini Mania

PEE WEE	
Chad Shiflett	Suz
Mark Madrid	Suz
JR MINI	
James Windmiller	Yam
Jeff Emig	Yam
MINI 11 & UNDER	
Travis Fittro	Suz
Brian Emig	Yam
Chester Otey	Suz
Doug Hollingsworth	Suz
MINI 12 & 13	
Bart Shiflett	Suz
Mike McLain	Suz
Brent Shiflett	Suz
MINI 14 & 15	
Scott Phelps	Suz
Jim Rose	Suz
Steve Hallak	Suz
Robby Peters	Kaw
100cc	
Jack Fletcher	Yam
Bubby Buso	Suz
Steve Hallak	Suz
125 BEG A	
Randy Francis	Suz
Carl Russell	Suz
Matt Murray	Suz
Tom Doughty	Yam
John Rockhold	Suz
125 BEG B	
Jack Fletcher	Yam
Vince Boucher	Suz
Wayne Jorgenson	Suz
Steve Parr	Suz
Tim Baxter	Suz
125 INT	
Roger McBride	Suz
Jack Lambert	Yam
Darryl Liberty	Suz
Richie Gordon	Suz
125 EX	
Jeff Schumacher	Yam
Eddie Vancompernolle	Suz
Dude Hollingsworth	Suz
250 INT	
Greg Garrison	Kaw
Kurt Anderson	Hon
250 BEG	
Mark Jones	Yam
Matt Murray	Hon
Gary Quador	Yam
250 EX	
Jeff Schumacher	Yam
Scott Milner	Suz
Kyle Doty	Kaw
OPEN CC	
Greg Quador	Hon
Tim Moulthrop	Mai
OLD TIMERS	
Dave Root	Ram-X

TCCRA Cross Cntry.
Rocky Ridge, TX
Sept. 30, 1979

PRO CLASS	
David Greenhill	KTM
Dana Wright	Yam
Mike Connell	Mai
Bruce Hallmark	Mai
OPEN EX	
Jerry Gardner	Yam
Melvin Goodgion	C-A
Brad Kendrick	Yam
Phil Oliver	Suz
250 EX	
BIG BIKE OVERALL	
Ray Grippin	Hon
Jack Jenkins	Hon
Larry Eberhart	Suz
Harold Kendrick	Suz
Robert Gordon	Suz
Cleo Martin	—
OVER 30 EX	
Jim McElvain	—
John Paynter	Yam
Ron Moore	—
Mike Eads	Yam
Sonny Shelton	KTM
200 EX	
Marty Layland	Suz
Ken Watkins	Suz
David Watson	Yam
Gerald Flippin	Yam
C. Grippin	Hon
125 EX	
SMALL BIKE OVERALL	
Andy Cleveland	Yam
Bobby Thomason	Suz
Wesley Smith	Hon
Tod Mayers	Yam
Steve Starnes	Suz
Dickie Hentzen	Suz
MINI SR	
Dean Lane	Yam
Jeff Crockett	Yam
Mike Davis, Jr.	Suz
MINI JR	
Gerald Kirchmeir	Yam
Jerry Moody	Suz
Tray Talley	Suz
WOMEN	
Crolyn Busby	Hon
Pam Ballen	Hon
Sandy Hooper	Suz
100 AM	
Ted Elmore	Yam
Wade Godwin	Suz
Jeff Crockett	Yam
Craig Horernk	Suz
Dwayne Edwards	Yam
200 AM	
Brain Martin	Yam
Jerry Jones	Yam
Gary Tufte	Suz
Troy Cunningham	Yam
Robert Kienler	—
125 AM	
Ronnie Miller	Suz
Kelly Fleetwood	Kaw
Charley Strickland	Yam
Kevin Gunter	Yam
Duane Horton	Hon
250 AM	
Mike Wadsworth	—
Brad McGirt	Kaw
Andy George	Yam
John Jenkins	Hon
Lee Clifton	Yam
OVER 30 AM	
Steve Raphael	Suz
Doug Ritter	Yam
Chuck Matheny	Yam
Eric Rasmussen	Yam
Mike Hooper	Suz
OPEN AM	
Jody Austin	Hus
Lonn E. Vann	Yam
Jon Gustafson	Suz
Raymond Powell	Yam
Bobby Price	Yam
OVER 40	
Don Prenn	—
Ken Johnson	Hus
Howard McGirt	Yam
Deryl Parker	Suz
Frank West	Mai

AMRA-CMC 1979
City of Anchorage
Total pt. standings
By M.R. Edge

MINI	
1. Darren Brooker	1950
2. Rob Wolfe	1727
3. Kevin Schaub	1521
4. Todd Schnurr	1053
5. Tim Kelley	1045
125 NOV	
Ben Loyer	1647
2. Jeff Wells	1109
3. Ralph DeSTefano	1095
4. Barry Usie	1013
5. John Dvis	969
125 EX	
1. Jeff Wolverton	3200
2. Eddie Wise	1746
3. Chuck Layton	907
4. Jeff Sandstrom	695
5. Scott Center	620
250 NOV	
1. Charles Atkins	1593
2. Scott Smith	1568
3. Edwin Sims	1466
4. Jeff Smith	1200
5. John Wilterding	1151
250 EX	
1. Chris Patterson	1730
2. Cal Frey	1353
3. Brent Battin	1025
4. Louis Mass	919
5. Kevin Goard	700
500 NOV	
1. Alan Downs	1206
2. Scott Dickinson	1027
3. Rick Price	325
4. Bruce Friend	219
5. Doug Gallant	198
500 EX	
1. Jim Stewart	2695
2. Chris Patterson	1650
3. Lewis Lamson	1463
4. Jamie Linxwiler	1399
5. Lee McCarrol	1009
FOUR STROKE	
1. Don Billings	1000
2. Cal Frey	800
3. Scott Davis	400
4. Dan Kubitz	225
5. John Wilterding	225
6. Paul Martin	169

A.M.E.
Indian Dunes
Valencia, CA
Sept. 9, 1979
By Laura Richard

500 PROS	
Mark White	Mai
Mike Shoemaker	Yam
Jerry Irelan	Yam
Andy Jannings	Yam
Nick Athans	Mai
250 PROS	
Mike Shoemaker	Yam
Kirk Sturgeon	Hon
Scott Morgan	Hon
125 PROS	
John Whelchel	Suz
Jerry Shore	Yam
Glenn Cave	Kaw
Jim Simons	Suz
Bobby Ryan	Suz
MINI EX	
Eric Kehoe	Yam
Larry Brooks	Suz
MINI INT	
Scott Marrison	Suz
MINI JRS	
Cam Johnson	Yam
Doug McMakin	Yam
Jim Tatone	Kaw
100 EX	
Todd Broussard	Yam
100 INT	
Brand Johnson	Suz
Jack Greenberg	Suz
100 JRS	
Bobby Wright	Suz
Peter Csucar	Suz
Greg Davis	Suz
500 INT	
Andy Messzards	Yam
Don Peca	Yam
Rick Thompson	Mai
Don Gossett	Suz
Buddy Bosh	Yam
250 INT	
Jim Coffey	Yam
Joe Bray	Suz
Jim Huber	Hus
Erin Buskirk	Suz
Mark Abendola	Hon
125 INT	
John Langhammer	Yam
Bruce Maynor	Suz
Todd Broussard	Yam
Richard Ising	Yam
Jon Ortner	Suz
500 JRS	
Eric Dattalla	Yam
Tracy Samuelson	Mai
Jim Myerson	Mai
Jim Wyrozumski	Yam
250 JRS	
Martin Klopman	C-A
George Karn	Mai
Tim White	Yam
Andre Sovisa	Hon
Jeff Otten	Hus
125 JRS DIV 1	
John Hemme	Suz
Puredy Johnson	Suz
David Masson	Suz
Mark Davis	Suz
Vince Friedi	Suz
125 JRS DIV 2	
Darin Layton	Yam
Mark Black	Suz
Mathew Ahoy	Suz
Russ Wagy	Yam
Rick Howell	Yam
VET JRS	
Don Merritt	Hus
Wiby Sutzler	Suz
Raymond Montoyn	Yam
Dave Greko	Mai
Robert Den	Yam
500 BEG	
Saby Litchi	Mai
250 BEG	
Rusty Rosenthal	Suz
Jeff Sinks	Hon
125 BEG	
Steven Parker	Yam
Franie Marillo	Yam
OLD TIMERS—MASTER	
Marshall Jennings	
Blackie Lewis	
O.T.—EXPERT	
Tom Widick	
Chuck Woody	
Buggy/Allen	
O.T.—AMA	
Bob De Miranda	
Ed Scheidler	
George Spearing	
O.T.—NOVICE	
Dan Harris	
Robert Anderson	
W.F. Hartley	

D-36 Cross Cntry.
pts. as of 9-1-79

1. C. Marshall
2. E. Marchini
3. G. Vanderpool
4. S. Dvis
5. S. Ferroni
6. P. Rice
7. S. Sinclair
8. K. Ingalls
9. B. Presser
10. P. Douglas
11. B. Anderson
12. E. Diaz
13. D. Bertram
14. S. Auston
15. M. Marinkovich
16. J. Shurtz
17. C. Stitser
18. D. Scharf
19. D. Canevari
20. T. Lucchesi

WANT ADS

Help Wanted

Experienced Suzuki & Maico mechanic wanted
Contact Andy at (213) 980-3715. (41)

Service Manger wanted
For growing Honda dealership. Also need qualified mechanics. Palm Springs, California area. Call (714) 346-8311. (43)

Partsperson & mechanic needed
Experience necessary. Ask for Sam or Joe. Call (213) 655-5101. (40/TFN)

Parts Manager
BARGER HARLEY-DAVIDSON, Canoga Park. Must have experience and references. Call Loretta at (213) 999-3355. (30/TFN)

Harley mechanic
Established H-D dealer LAX area needs stable, experienced mechanic. Benefits. Call Wally at (213) 671-0405. (38/TFN)

— Do Yourself a Favor —
LA largest Honda dealership is looking for a top notch #1 mechanic for busy orientated shop. Call Dan at (213) 272-3559 — California Honda. (41)

Parts Manager
ALLYN'S HONDA/KAWASAKI, San Fernando. Must have experience and references. Call Allyn at (213) 361-6261. (38/TFN)

Mechanic Har-Dav Agency
Canoga Park area. Need experience and tools. Call Sandy (213) 999-3355. (25/TFN)

Needed exp'd Kawasaki partsperson
Large LA South Bay area dealer. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (36/TFN)

Honda mechanic
Experience only, 40 hour work week. ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (39/TFN)

For sales opportunity
See ad under AMERICAN MOTORCYCLE SCHOOL in Business Opportunity section. (38/TFN)

Yamaha mechanic
Hourly + commission, vacation, medical & profit sharing. Only steady & dependable with references, who is looking for a long term position. Call or see "JACK" Ser. Mgr. at (213) 749-6235. 2531 S. Main St., Los Angeles, CA 90007. (38/TFN)

Experienced Yamaha Partsman
(213) 635-8058. (40/TFN)

Full Time Exp. Mechanic
Motorcycles, chain saws, sno-mach. Choice Colo. small community. Uncompahgre Equipment Co., P.O. Box 1645, Montrose, CO 81401. (303)249-5783, Mr. Dusio. (41)

Experienced Yamaha mechanic
Now accepting applications for experienced mechanic with major Japanese motorcycles. Year round work, excellent benefits, weekends off. Salary DOQ. Send resume or call Harold at TACOMA YAMAHA, 3032 River Road, Tacoma, WA 98443. (206) 922-7033. (41)

Call "MEN" for jobs galore
Parts, Service, Sales, Managers. Reps, Executives — Men or women USA. INFORMATION: Pete Colman (714) 557-3056. MOTORCYCLE EMPLOYMENT NATIONWIDE (MEN), 4262 Campus Drive B7, Newport Beach, CA 92660. (35/TFN)

Experienced partsperson
Please apply at BURBANK YAMAHA or call (213) 845-8738. (36/TFN)

Yamaha mechanic
Experience only, 40 hour week, good pay. DALE'S MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (41)

Experienced Yamaha partsman
Good opportunity for qualified person, excellent working conditions: medical and dental plan. Contact LEN at T & O YAMAHA (213) 534-2311. (28/TFN)

Motorcycle salesman
Experience not necessary, but preferred. Honda & BMW sales, excellent benefits. HONDA OF BURBANK (213) 843-0486. (38/TFN)

Service Manager
Yamaha or Harley-Davidson, experienced, good pay. DALE'S MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (41)

Honda or Kawasaki mechanic
Must have 5 years journeyman experience. Clean and newly located in San Fernando Valley. Contact Paul at VALLEY HONDA-KAWASAKI at 6160 Van Nuys Blvd., Van Nuys, CA 91401 or call (213) 787-0110. (42)

Mechanic & salesman wanted
Growing Suzuki and Yamaha dealer. Both must have experience. Commission + benefits. Call Rod at SIMI VALLEY CYCLES (805) 522-3434. (41)

Salesman Wanted
Good track record necessary. Good pay and benefits in beautiful area of Northern California. Write with qualifications and references to P.O. Box 1548 Monterey Ca. 93940. (42)

Wanted Kawasaki Mechanic
Experience only (213) 967-4181, Ask for Jim or Mel (TFN/41)

Honda Service Manager
North Texas Honda Dealer, needs experienced Service Manager. Call (214) 867-1972, After 8 p.m. (42)

Wanted Experienced Partsman
Bring resume to CYCLE PRODUCTS WEST 11900 W. Pico Blvd., West Los Angeles, Ca. 90064 or call (213) 473-7996 or (213) 477-0997. (41)

Expereinced Honda Mechanic
HONDA OF GLENDALE 905 E. Colorado St. Glendale, CA 91205 (213) 246-2461. (41)

Sales Supervisor
Large motorcycle WD requires inside sales supervisor. Please send resume and salary requirments to Cycle News Dept. MH, P.O. Box 498, Long Beach, CA 90801. (42)

Wanted; You !!
If you have motorcycle, UPS and inventory knowledge, call Carol Carpenter at YOSHIMURA R&D at (213) 985-2331. Parts department person needed for Orange County area. (42)

Parts Department
Orange County Honda/Kawassaki dealership looking for experienced partsman. Call Colman or Joe at TRI-CITY CYCLE, 9041 Katella, Anaheim, CA. (714) 821-4710. (42)

Experienced Honda partsperson
ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (39/TFN)

Business Opportunities

Yamaha, Maico, KTM, Bultaco & Snowmobile Dealership
In Denver, Colorado. Over 1 million sales annually. A bargain at $60,000.00 plus inventory. Call Tom Clark or Jim Harris at (303) 232-3604. (41)

Dealership For Sale
Honda, Kawasaki, Thunderbird, Glastron, Sleekcraft, Johnsn O.B., franchises in Paso Robles, California. Take advantage of this bargain at $75,000.00 plus inventory. Call Richard Reif at (805) 238-4755. (41)

For sale — Excellent business opportunity
Motorcycle Service & Repair Center, located in growing, Central Coast, smog-free community, 2½ yrs. old, low overhead, $15,900. Contact NEIL NEW REALTY, (805) 466-1133 days. (43)

AMS
AMERICAN MOTORCYCLE SCHOOLS, INC.

Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36TFN)

Suzuki Dealership
Due to divorce, must liquidate. $60,000.00 negotiate in Southern California. After 6:30 p.m. call (714) 356-4398 or (714) 356-2474. (42)

Attention: Motorcycle enthusiasts with sales experience
The tremendous growth of American Motorcycle Schools necessitates the addition of (2) qualified

go-getters
to assist and enroll prospective students. If you can meet our requirements, enjoy the motorcycle environment, and want to enter a field with big money and an excellent future — Call Mr. Green at (213) 944-0123 for personal interview. (38/TFN)

Wanted XR750 engine
New or slightly used — no junk. Call Ron (714) 546-2901 or (714) 644-2225. (41)

Husqvarna '78, 250OR
Desert bike, brand new, just out of crate. Reduced to $1695.00, includes setup, tax & license. Save $358.00. T&O YAMAHA, Lomita, CA (213) 534-2311. (40/TFN)

'75 XR750 race ready
Complete racing set-up, fresh engine with loads of spares. Equipped for flat track or TT. Must sell. (714) 635-8659. (43)

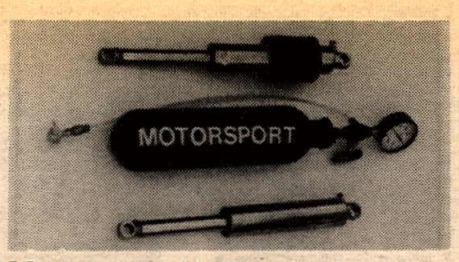
Russ Darnell Motocross School
Sprockets Park, Bakersfield, October 27th & 28th. Limited entry. (213) 767-1854 or (213) 848-2995. (42)

SALE: TZ750C, $5,000. Never down, like new — must see. Engine (Kel Carruthers), one race. Over 12,000 spares — List on request. Call: Evenings (213) 360-2858, days (213) 829-3621. (42)

DMG ships Maicos to Neveda

'79 Maico
440 Magnum II completely stock, absolutely perfect, very little time on bike, $1695.00 OBO. (714) 840-4037 early a.m. or eves. (39/TFN)

Champion Can-Am
4 races on pro maintained, factory works motor. R or L shift, TT, ST, peg, gearing, etc. Very dependable — EXTRA fast. $2100 or offer. Also custom leathers & helmet to match & more. Will deliver! Keith (213) 373-2101. (41)



Motorsport Air Shocks; bottles
13-16 Len 4-6 Trav, $149.50 w/o fins. $174.50 w/fins. 17½", $199.50. Certified N2 bottles, $89.50. Bottle & shocks, $20 disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418, (213) 596-3691 eve. (46)

QUACK! QUACK!
Duck backer groups are forming everywhere!
Grandma Duckbacker (41)

Ducati Darmah
1000 miles, excellent, will deliver. (913) 539-7372 evenings. (41)

1969 Norton Dunstall
750cc Street legal Cafe racer. Fresh motor with complete Dunstall Equipment. Chrome frame and custom paint. A real classic - Must see. Many spares included $1,495.00 (714) 862-1937. (41)

'77 YZ 250 Staracer
Must sell - clean, fast Lectron, big Reed valve, extra's, cylinder, pistons, wheels, brakes, ect. $1500 or best offer. (303) 493-6864, (303) 226-0225 days. (41)

Attention: BMW owners et al
I would like to trade my 2.91 rear end gears for a set of 3.09 gears. I have a 78 R100RS. If interested please contact John S. Somers 12225 Chapman, Garden Grove, Ca. 92640. (41)

76½ YZ125 Yamaha
Extra fast and clean used only 3 months must sell $400.00. (213) 370-0991. (41)

2 '78 and 1 '75 Suzuki RM125
78's runs good very fast, looks good, many extras, $550.00 each. 75 good condition, new engine and tires $300.00 (213) 288-0452. (41)

1970 Husky 400. New top end, $350. 1971 Yamaha 125MX, overhauled motor, $225. Bill Walters leather pants, waist 34-36, $50. All good condition. (213) 353-5955. (41)

Gyrocopter Cycle Sale. Benson Gyrocopter with eng. $ 800. 73 and 74 Honda Trail 70s $175. and $225. After 6:00 (714) 595-3045 or 622-8222. (41)

'78 Honda CR250 R
Simmons forks, Fox air shocks, Magura side pull, Metzeler's, aluminum silencer, De Handlers. Bike is clean, fast and in xlnt. cond. $1,100.00 see it, you will buy it. Granada Hills. Over the Hill Gang member - call after 6:00 (213) 361-0300. (41)

'78 IT175 Yam
10" travel front and rear. Must see to appreciate, $750.00 (213) 964-5848. (41)

1979 Can-Am 250 MX, $900.00. (408) 426-7460. (42)

Norton Owners
Norton parts and High Performance Kits. Send $1.00 for catalog to: H P International, 8721 Garden Grove Blvd., Garden Grove, Ca. 92644 (714) 537-6033. (41)

Wanted
TZ 250, 350, 750, TD2, TR3 bikes, motors or any parts call Keith (714) 828-5989. (41)

1977 Yamaha YZ125D
Excellent condition. Many extras. Must see to appreciate. After 6 p.m. (213) 630-6403. (41)

Need RM125N Barrel, (213) 263-3743

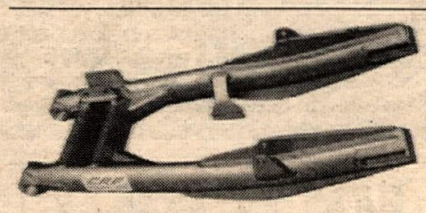
125 RICKMAN, 1 ton of spares. Fresh motor, $100. Keith (213) 373-2101. (41)

'79 Suzuki RM250N**$1000.00**
Excellent condition, Phase II, Metzeler, Gunnar Gasser, Andres, Mark Charles stand, plus ALL spares and extras. EVERYTHING MUST GO. (213) 466-7056. (41)

1976 Yamaha YZ 250
Excellent Condition $600.00 Day or Eve. (714) 652-7439. (41)

77 Maico 250 Enduro
Excellent condition, new top end. new forks $695. or best offer (213) 925-0898. (41)

'78 Yamaha XS750
Windjammer SS fairing, backrest, casesavers, cruise control. Looks & runs like new $1900. OBO. (714) 628-6294. (41)



CRF 1980 Maico Catalog
Featuring our new Gold Aluminum Swingarm. Stronger extrusion, 1¼" longer, lighter, and "bananned" to improve shock leverage, and increase travel. Maico catalog is $1. and includes, clutch mods, pipes, carbs, porting, fork kits, silencers and more. CRF Box 2084, Goleta, CA 93018, (805) 968-1786. (41)

CMC Night Nationals

Friday Night - October 26
$3,300. Pro Purse Paid By Moto
Over $6,000. Combined in Cash & Prizes

Entry Fees: $10 Pro or Sportsman if qualified
$15 Pro or Sportsman if not

All Classes Welcome; Minis, Jrs., Intermediates, & Pros
General admission $5.00
Kids 6-12 $1.00
Kids 5 yrs. & under Free

Back Gate (Rider Entrance) Opens 5:00 P.M. Closes 6:30 P.M.
Front Gate Opens At 6:00 P.M.
First Race Starts 7:30 P.M.

All Riders Enter Off Of Arrowhead Avenue

STADIUM MOTOCROSS

San Bernardino, California
Orange Show Fairgrounds

Presented By American Raceways, Inc.
Phone (213) 446-0969 or (213) 446-2241

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PEOPLE WHO KNOW A WORLD CHAMPION INSIDE AND OUT.

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PIPE

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(805) 522-3434 93065
HUSQVARNA MAICO

Wanted Micro Fiche Viewer
COVINA KAWASAKI (213) 967-4181. (40/TFN)

Rickman Rickman Rickman
125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

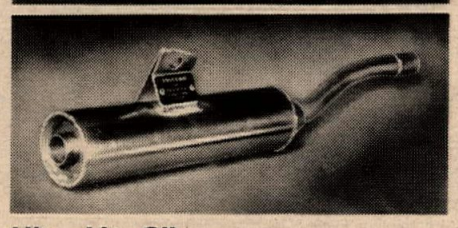
Competitor Conditioning
Programs designed for the competitor by Strength Coaches and Motorcyclists. Will improve strength 20% in 6 weeks! Send $2.50 to Conditioning, 808 E. 22nd, Farmington, NM 87401, phone (505) 325-5168. (43)

77 BULTACO 250 ASTRO: 38 Lectron carb & 38 Bing carb. Rebuilt Hurst brake, 2 races on new top end, qual. 7th & 14th in Astro Dome. Many spares, $750. Pay gas allowance to pick up bike. $750. (214)348-7352. (43)

Attn: Laverda Collectors
1974 Laverda 750 SF2, brand new, still in original packing carte. Best offer. Karl, (309) 762-9214. (41)

Two TA125 Yamahas For Sale
Both excellent cond., race ready, one original cond., one Ceriani front Fontana brake, much more. $1,400 or best offer. (305)685-8335. (41)

RM 125N Suzuki
Excellent condition, Luft reservoir, Dunlop & Metzeler tires. Carefully maintained & fast. Must sell, $800.00. (805) 495-4757. (41)



Ultra Lite Silencers
Repackable aluminum silencers available for Maico, Magnums — Yamaha YZ250 & 400 — Suzuki RM125-250-400 — Kawasaki KX250 — Honda CR125 & 250 — Husky 250 & 390 — $44.95 — PRECISION CYCLE, Colorado Springs — Dealers inquire. (303) 632-5980. (40/TFN)

Triumph Trackmaster
Trick — excellent condition — swinging arm — Goodyears — Extra tires and wheels. $1,300. (408) 449-2995. (40)

Can-Am 175 MX3
Rebuilt motor, brand new tires, new chain, brakes, wheelbearings, new S&W shocks, new fenders & tank. Sun rims, looks and runs like new. $645.00. After 6 p.m. (213) 247-6110. (41)

Racers
Free freight on XR-750 parts. Now you can get those hard to get XR-750 parts. HARLEY-DAVIDSON WEST, the nation's #1 Harley-Davidson dealer, has a complete line of Harley-Davidson parts in stock. Any class C Professional license holder can get cost + 20%. From now until May 1, we ship your parts "FREE" with $100.00 min. order. Call (213) 822-3426, ask for Paul. (6/TFN)

1977 370 Bultaco Pursang
Like new condition, used as a play bike only. $850.00. Call after 7 p.m. John Thomson (213) 375-8087. (41)

1979 Yamaha TZ250F
New in crate, never opened. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (33/TFN)

Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 862-9634 or (213) 861-7721. (38/TFN)

Motorcycle Shop
BULTACO —
- Prime location in S.F. Valley.
- Excellent opportunity to expand
- Other bike lines available
- Super Terms. (213) 780-5038. (43)

1978 Bultaco 370 Pursang
MX & Desert tanks, Curnutt shocks, fork kit, custom seat, Tsubaki chain, excellent condition. $1,050! (805) 589-0271. (41)

XL 125 engine in Rickman frame Curnutts, 90% completed $200.00 OBO (213) 532-1418. (41)

WANTED: SEND DESCRIPTION of old gas engine model race cars, any condition, for offer you can't refuse. Walt Petersen, 5010 Canyon Dr., Reno, Nevada 89509. (702) 747-4864. (41)

Quack! Quack!
Hope the BLM and Sierra Club didn't leave any tracks when they surveyed the check chase course!
Son of Desert Duck

'76 Husqvarna 360 Enduro
Bought new in Aug. '78, 700 miles total, Desert tank, speedo, looks & runs like new — Best offer (714) 628-6294. (41)

Trisport 3 Wheeler
14 HP McCullough — looks & runs like new, $300. OBO. (714) 628-6294. (41)

Works Perf Supercrosser
Shocks for RM250-400N, set-up for 170 LB Rider, used 2 hrs. $259.00 retail, will take $200.00 or offer (702) 642-8615. (41)

Proven Winners
Boss framed Yamaha 500 Hi Per Kenetics engine SR ignition Top Performer Dist. 36 $2800. Boss Framed 79 YZ 250 everything trick one race $2600. (916) 527-2338. (41)

Is Your Kid
ready to ride a fast, well-maintained motorcycle? Try a RM100C, R&D engine, WP Shox, $500/OBO. Try a RM125N, stock Luft resv., $900/OBO. (213) 923-6394. (41)

HERCULES 250 7spd. excellent condition, only 300 miles, enduro ready must sell, any reasonable offer. (213) 866-2392. (41)

ROAD racing style leathers, blue. Excellent condition. About size 16. $200. or best offer. Call (503) 651-2467. Canby, Ore. (41)

DMG Maico sells what they race

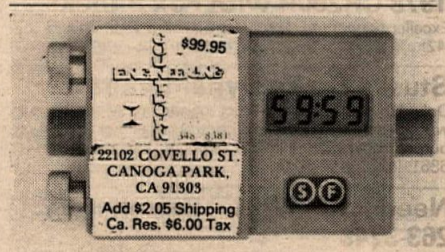
Husqvarna clearnace
1979 — 125CR, 250CR, 390CR, & 390OR prices reduced to clear. Bultaco Pursangs & Fronteras also prices to clear. KERN SPORT CYCLE, 307 19th St., Bakersfield, CA 93301. (805) 324-6266. (41)

Need RM125N Barrel, (213) 263-3743

Can-Am parts
Full stock of new and used parts. Orders shipped UPS promptly. McBRANN CYCLE SHED, Kansas City, Missouri 64118. (816) 436-6446. (21/TFN)

Wanted
Used enduro riding gear in good cond. 38-40 pants; medium jacket; 8½-9 boots. Also, alum. swingarm for YZ250E, and odometer, cable, and drive unit for IT Yamaha. (904) 462-3757. (41)

Maico 450, 1978
Excellent condition, never raced, used for enduros — two tanks — Curnutt shocks — Speedo — skid plate — extra pipe — sprockets, etc. $1400.00. (213) 670-7440 or (714) 996-3241. (41)



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Cylinders also. Early model, any condition. Send condition and price to: Eddie Wilbanks, 1140 Wilbec, Memphis, TN 38117. (901) 682-7409. (42)

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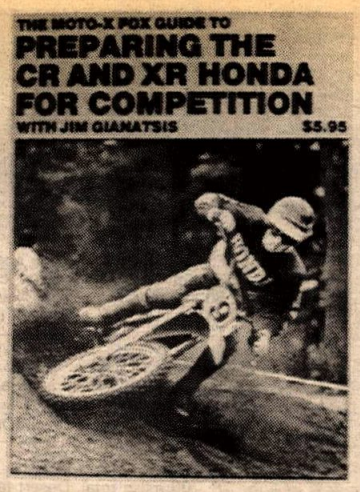

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The new Moto-X Fox Guide To PREPARING THE CR AND XR HONDA FOR COMPETITION now available. Race preparation information and an inside look at Team Honda with Jim Gianatsis. Honda book, as well as Suzuki tuning book available at $5.95 each plus $1.00 shipping from MOTO-X FOX, 520 McGlincy Lane, Campbell, CA 95008. (44)

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White Bros. front and rear Metzelers front and rear. New top end. $995.00 (714) 593-7164. (41)

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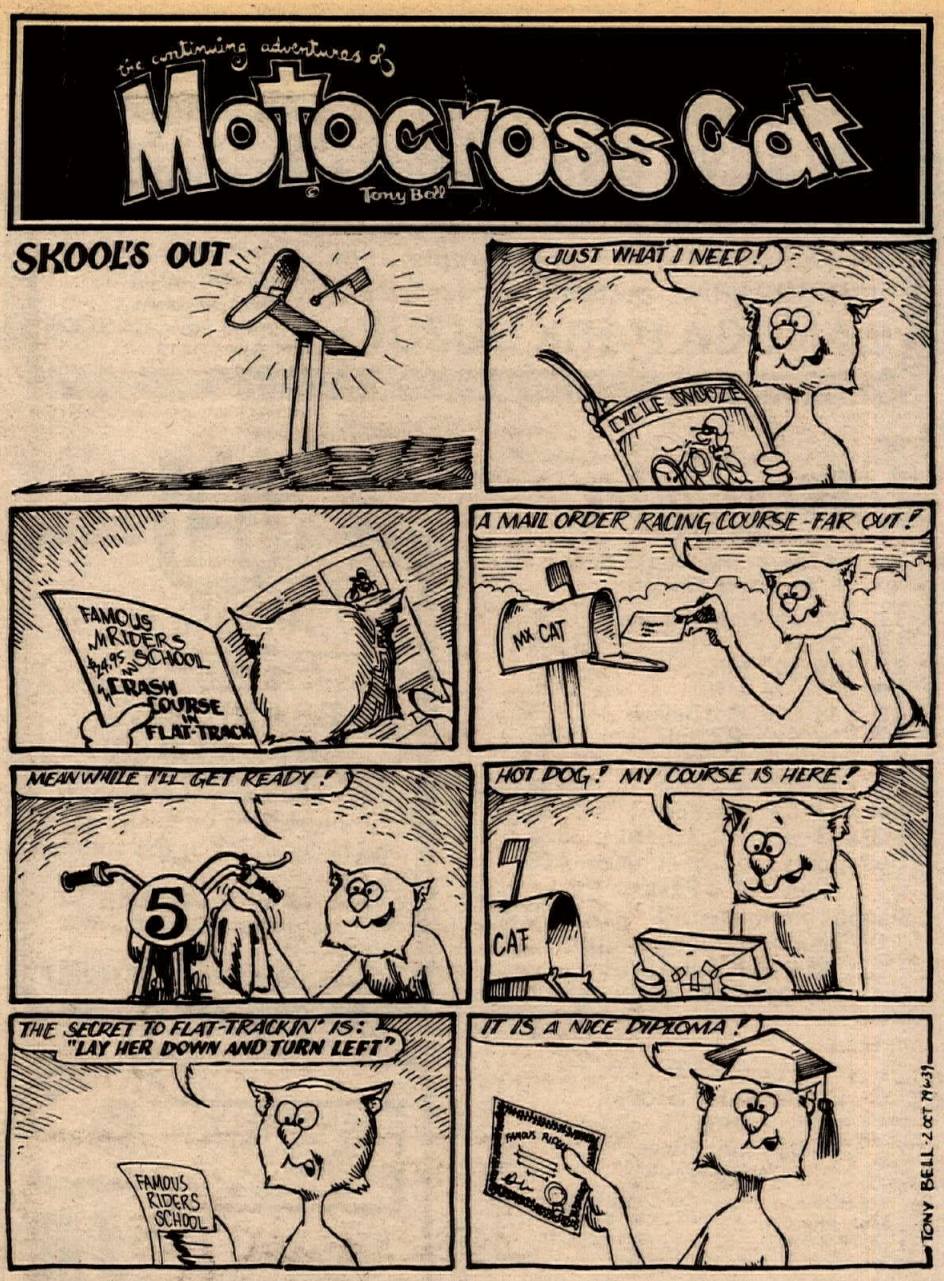

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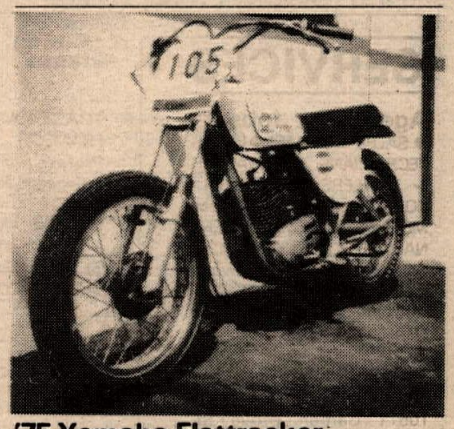

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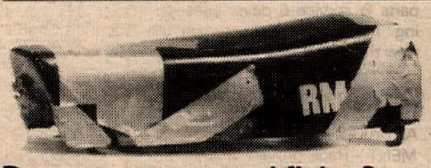

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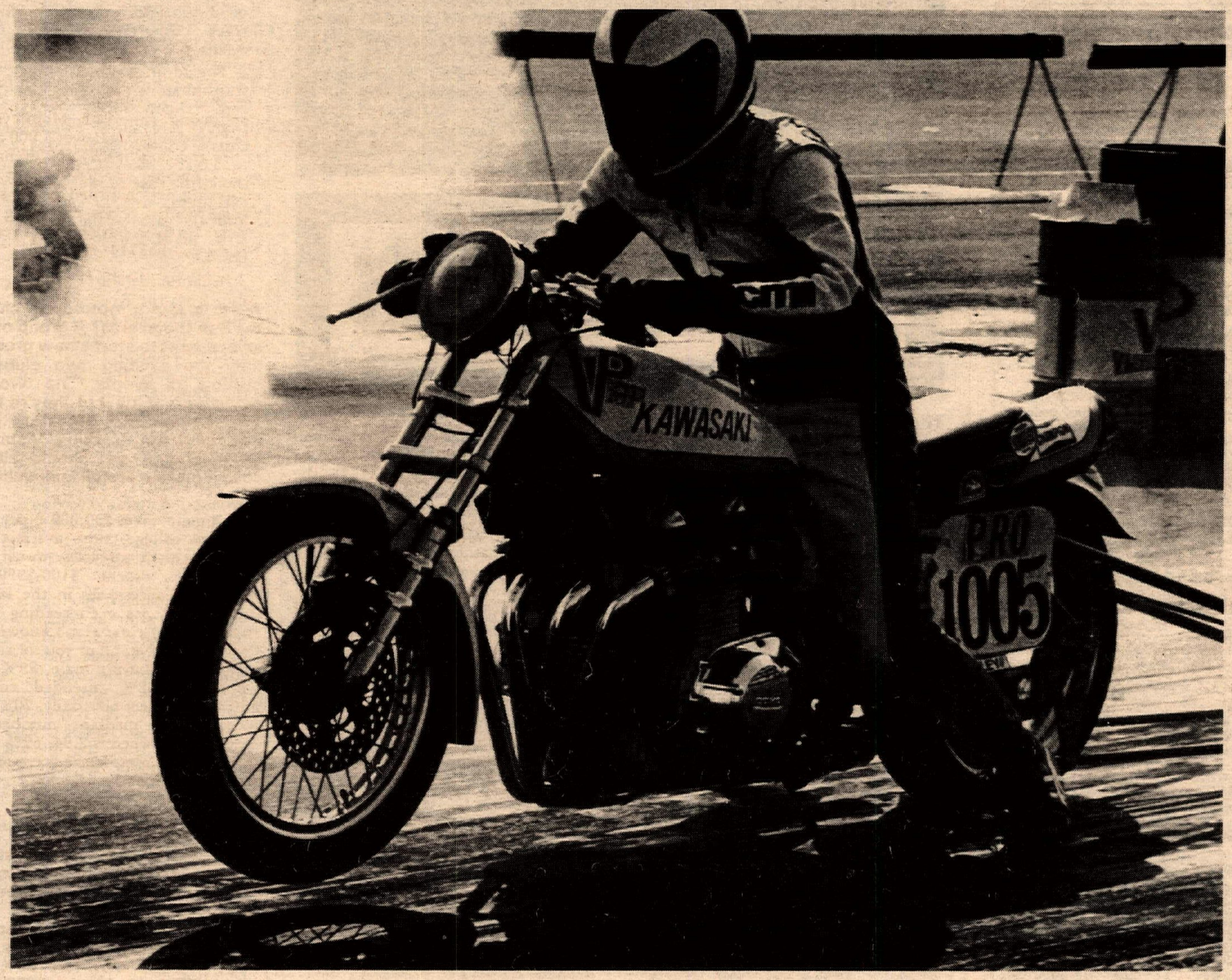

It came right down to the line, to the final race of the '79 season, before Bob Carpenter and his Kawasaki could claim the championship. After a long hot summer Kawasaki-mounted Carpenter blew away Suzuki's Terry Vance in the final round to win both the NHRA Number One plate and the Winston World Finals title.

Carpenter's triumph also won him $10,000 from Kawasaki's racing contingency program... what sweet victory.

Kawasaki salutes Bob Carpenter for a great season and a great win. For the rest of you out there, check out a Kawasaki and don't let the good times pass you by.

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Heh, heh, heh.

106 FM KWEST ANNOUNCES

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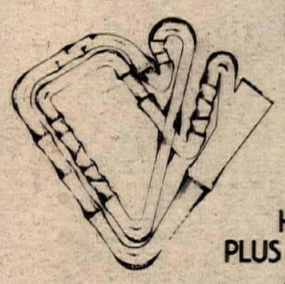

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ON THE FRONT PAGE: Two of Suzuki's '80 line-up grace this week's front page: The muscular Superbike-to-the-second-power GS1100, and the serious-looking DR400 four-stroke off-road machine. Photos courtesy of U.S. Suzuki Motor Corp. More '80 Suzukis on p. 14.

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VOICES

Thanks from "Ricochet" Ribolzi

At this time I would like to thank all the people who helped make it possible for me to participate in the ISDT in West Germany.

First on the list is Bev, my wife, for putting up with all those late, late nights in the garage. Also, thanks to Steve Smith (SuperSeer Goggles), Connie Anderson (Sun Rims), Terry and Jean Davis (Terrycable), Bell Helmets, Scott Boyer (Scott Boots), Bruce Challinor (Volvo-Jofa), Chris Carter (Rocky Mountain Cycle Products), Billy Oury (Oury Grips), John Duncan (Diamond Chain), Jack Ramey (Pennzoil), Visa-Therm (Griffs jackets), Ken Boyko (DG), Tony McAndrew (Dunlop Tires), Dick Burleson (Husky Products) and Hi-Point Racing.

A special thanks to Dan "Ski" Chrusciel, the Brush Poppers M.C. (District 17) and the AMA for claiming us. And thanks to all the people at Yamaha: Claude, IT Joe, John Fero, and Kevin "Hollywood" Hagerty, who suggested the whole thing.

RON RIBOLZI
ISDT #142
Oglesby, IL

Ribolzi earned a Gold medal at the ISDT in West Germany, finishing 18th in the 175cc class . . . Editor.

Texas trail riders

I just heard that the Check Chase was denied its permit by the BLM — so much for the agreement with the Phantom Duck. Which brings me to the reason I'm writing. Some friends and I are planning the long trip from Texas to California for the Thanksgiving weekend. We understand that the area around Barstow — the Harvard exit — is not closed to ORV use, but there is some private land. We wish you would publish a map of that area and toward Las Vegas so we wouldn't be doing any trespassing.

We further understand that this area is sometimes congested with individual trail riders, so to avoid confusion we intend to post a banner from our AMA District 20, and fly the flag of the Texas.

49 FROM TEXAS
Remember the Alamo!

Active participation

It seems this has been a low period for desert riders...with Governor Brown's vetoes of AB 1407, the Sagebrush Rebellion bill, and AB 101, environmental protection for ORVs.

Now the BLM has denied the permit application for the 1979 Check Chase. They took 15 months to make this decision, waiting until the Checkers had spent large sums of money for advertising and finisher pins, etc.

The BLM could have denied the permit in July, 1978, since they had no intention of approving it. But they get their "kicks" by letting you make plans and then...permit denied: It's a power play, pure and simple.

I suggest that the Checkers send a bill to the BLM for the money that was spent and wasted promoting this event.

They say that there will be no '79 -B-to -V; that no one applied for a permit. Maybe that's true, maybe no one applied for a permit *(SVGMC applied in July, 1978 for a '79 Barstow to Vegas race, and the application was denied...Editor.)*

But there *will* be a '79 B-to-V and it will be the largest ever held.

Thumper Freak is right — letters help but active participation in a cause is the only way to win. So I and five members of my family will travel from northern California and actively participate. We will be at Barstow on Nov. 24, 1979. Come on Duckbackers; Actively participate...it's *your* future.

P.M.M.
Vallejo, CA

Dirt track revisions

I am the only professional promoter of AMA pro dirt track races left in Michigan, the inventor of the Team Michigan Match Race concept and the developer of the Invitational Indoor Ice Race Series. I'm duly concerned about certain trends.

First of all, stealing Juniors from local races to "fill" a National card will be the final nail in the coffin for smaller feeder races and it will create more problems than it solves. A suggestion: *once* a month, starting in February, have a National Junior Championship for $3,000 or $4,000 with a $1,000 winner-take-all Expert Match Race open to the first 12 pre-entered Experts. Or, at the promoter's option, the $1,000 purse could go to a Novice program and eliminate the Experts or add another $1,000 and do both. Juniors of merit would soon accumulate a nest egg previously impossible, recieve some National attention and their ranks would swell. Experts would compete at Winston Pro Series events using the current format.

Regarding engine size: All Novices would compete on 250s, Juniors on 500s and Experts on 750s on all types of dirt tracks including the short tracks. The only exception: indoor events.

The additional requirement that all transmissions, cylinder heads and cases remain stock — no alterations from O.E.M. specs — would help keep costs of converting a street bike engine to a race bike at a minimum and should be easy to monitor. Maximum carburetor sizes in each class would limit the value of the more exotic but still legal engine modifications possible.

Separate the Dirt Track Championship from the Road Race Championship. Whatever the old reasons were for keeping it together...they don't apply any longer! It's far too expensive and dangerous for riders committed to the number one plate in either category to have to have skills and investments in the other. Neither will suffer for the change; both should improve and road racing should be as International as possible with production racing reverting to a "true" production class — *stock* engine parts. Up the production units required to 500 for AMA approval for all racing classes.

Hold an annual meeting at Daytona on Monday after the 200 between rider reps (Novice, Junior and Expert), interested promoters and the various AMA competition boards. Purpose? Review every subject submitted, in writing, to the respective AMA competition boards 60 days prior. Resolutions from the meeting to be acted upon for implementation as soon as January first of the following year if need be.

Drop the term "Regional Championship," up the purse 50% and refer to them as "Nationals". They are exactly that considering the entries come from all over the nationa and Canada. The problem is that every local sportswriter and/or broadcaster knows what a Regional Championship is...it's a baseball, football or basketball game between schools in one corner of his county. Refer to the "Winston Pro Series" as just that! The addition of the phrase Grand National Championship would add a little racing color that all other motor sports use very effectively.

Lastly, increase the minimum acceptable purse for an AMA sanctioned event by 10% each year for at least the next six years which would weed out marginal promoters and tracks where no effort is made to do a good job of promoting since there isn't that much to lose. History proves that the bigger the invested risk the better the promotion. This weeding out process would allow the strong venues to survive and more riders would be making more money. This action is long overdue! Riders have been racing for a $1,200 minimum purse since the early 60s maybe earlier, until last year when a $1,500 minimum purse evolved.

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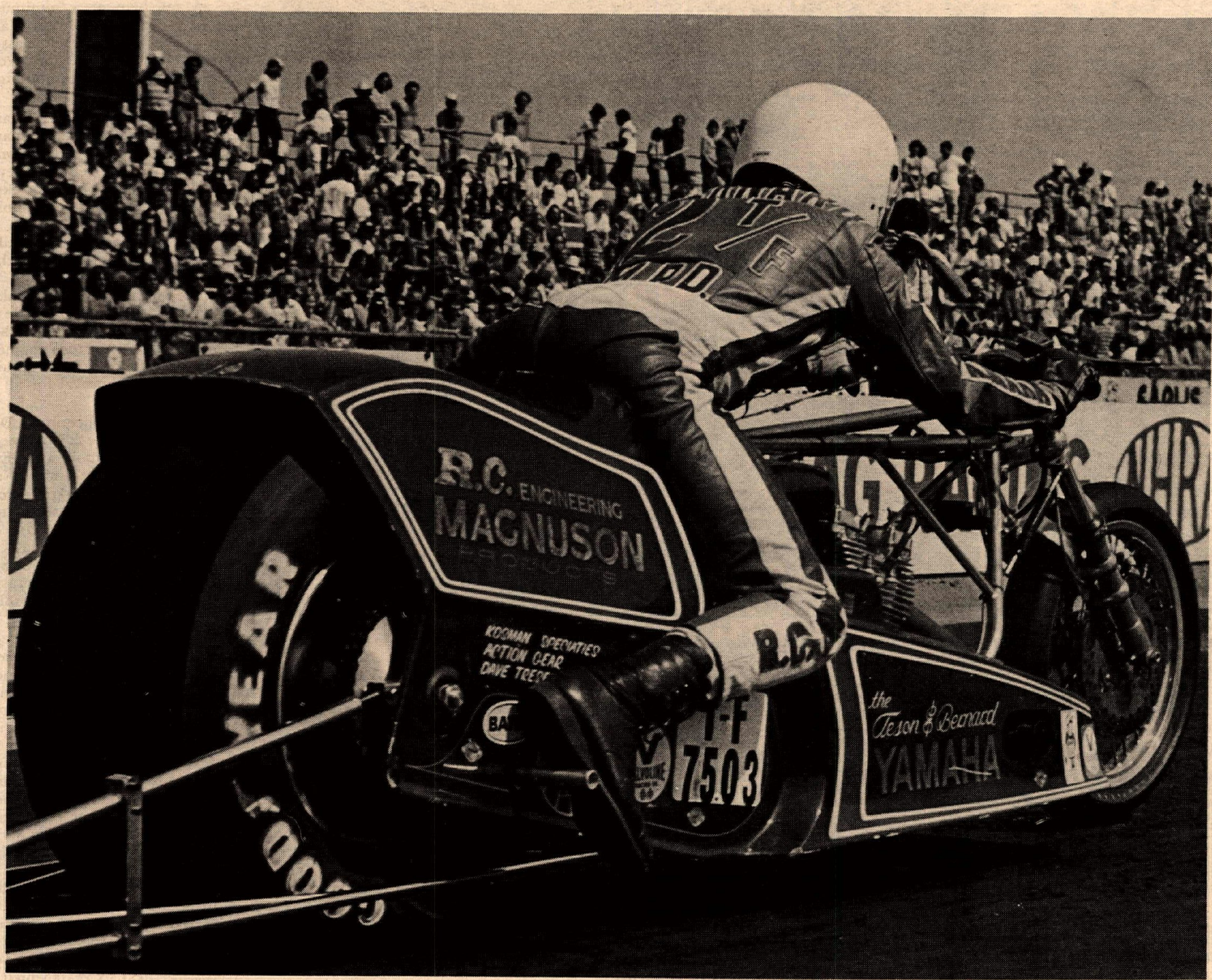

RON TESON AND JIM BERNARD WIN WORLD FINALS TOP FUEL TITLE AND NMRA #1 PLATE FOR 1980.

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Team Yamaha's Mike Bell took his first Trans-USA victory with a 1-2 placing at Road Atlanta. That moved him to within 22 points of the Series lead.

Trans-USA Series: Round four

Bell blitzes Road Atlanta

By Tom Mueller
Photos by Jim Gianatsis

Team Yamaha's Mike Bell moved within striking distance of Suzuki's Kent Howerton, taking first overall in the International class to Howerton's third. Howerton now holds the Trans-USA Series lead by 22 points over Bell. "It'll take some bad luck on Kent's part for me to take the Series, but all I can do is give it 100 percent," Bell said after the race. One round remains in the Series.

Hard charging Darrell Schultz took the checkers in the second moto for the win and second overall after Howerton crashed in a set of triple jumps.

Jimmy Ellis claimed the National class win, putting an injury plagued season behind him. Ellis went down to the wire in moto two with Yamaha's Donnie Cantaloupi, putting on a go-fast show that had the crowd screaming.

Trans-USA racing returned to Road Atlanta after a four year absence. Though a bit muddy in practice, riders agreed the redesigned track was challenging.

International

Schultz, Chuck Sun, Bell and Howerton were the front runners when the pack completed the uphill grade after turn one in the first moto. American GP contender Brad Lackey came around in last after having jumped the start which hung his bike up on the gate.

Chuck Sun made his move on lap two and took an 11 lap tour out front. A few laps later Shultz was displaced by Bell, Howerton and Warren Reid. As Sun made time and kept increasing his lead Bell, Howerton, Reid and Shultz were clustered in battle. Trailing the group were Rex Staten, who was in his first Trans-USA race for the season after a lay-off due to injuries, and Mickey Kessler.

Bell went into action and picked up his pace, pushing Sun and finally getting past on lap 14. "I drifted wide in the first corner and was a little hesitant at first. I just happened to see a different line around Sun in the back section and took it for the pass," Bell said after the moto.

Reid pushed by Sun and landed the second position with Shultz following, taking both Howerton and Sun for third. A lap later Shultz zapped Reid for second.

Tuner Greg Arnette's chalkboard message to Howerton with two laps to go told the story — "Get Reid!" Howerton couldn't find a way by, but Reid saw the light and went past Shultz to secure the second spot by the flag. The finish order was Bell, Reid, Shultz, Howerton and Sun.

Howerton was on the throttle and moving away quickly in moto two after the pack thinned out with Jimmy Weinert, Shultz, Gary Semics, Bell and Staten in tow.

Shultz got his chance and came around in the lead on lap six after earlier moving by Weinert. "Howerton crashed in the triple jumps and I inherited the lead," Shultz said. Howerton was up and going in short order behind Shultz.

Bell again turned up the wick and started moving, blasting first Semics and then Howerton. Shultz's pace, however, put him out of reach of Bell. Brad Lackey had pushed up to fourth after another poor start.

By the white flag Shultz held a healthy lead followed by Bell, Howerton, Lackey and Semics. Sun and Reid went to the checkered flag bar to bar with Sun getting the nod for sixth.

Donnie Cantaloupi and Jim Ellis (6) diced heavily for the National win.

"I high-sided trying to get past Semics and lost about 15 seconds," said Bell after the race. "I probably could have gotten closer to Darrell than I did."

National

"I'm just one point down, just one point," said Jimmy Ellis concerning his National class battle with Greg Theiss for first. Ellis needn't have worried, as Theiss was troubled by poor starts and didn't even come into the front runners battle.

Ron Sun was the man out front after the first moto left the line with Darren Rhoten, Ellis, Mike Guerra and Donnie Cantaloupi chasing. Ellis soon dashed into second and found himself part of the tight running group of Sun, himself, Rhoten and Guerra. Cantsloupi was farther back with Georgia's Marvin McDaniel behind.

Ellis slammed to the front by lap eight. Guerra went by Rhoten and was scrapping for second with Sun. By the 20 minute mark it was easy to see that barring any mistakes, Ellis had the win in hand. He was moving at an incredible pace and was leaving Sun, Rhoten and Cantaloupi to battle behind. Guerra had dropped out of contention with a seized engine and Moto-X Fox's Randy Kirschbaum moved into fourth on the way to his highest placing in the series.

Ellis led Sun, Cantaloupi, Kirschbaum and McDaniel at the checkered flag.

Sun, Cantaloupi, Ellis, Rhoten and Can-Am's Kippy Pierce charged out front in moto two. Cantaloupi saw an outside line and took it to pass Sun in a sweeper on lap four. Guerra was way back in the pack.

Sun put up a fight when Ellis tried to get by with Ellis taking every line possible, but to no avail. After four laps of rim to rim dicing Ellis finally got past and started after Cantaloupi.

The Cantaloupi/Ellis match began with both riders pushing the stops, shooting off the jumps and running wheel to wheel to the finish. Cantaloupi took the win with Ellis behind and Rhoten followed the pair a long ways back.

"It was this close," motioned Ellis marking only a few feet. "He just won. I never was really out of shape. Only one time did I feel a bit out of control. I guess sometimes it looks a bit wild to the spectator."

Donnie Cantaloupi seemed to think his lead was a bit larger. "I had enough so I could have missed a gear and still won. My biggest problem was that I've had bronchitis for two weeks and haven't trained. I was in bed all last week taking medicine," Cantaloupi said.

Donald Briggs and Ron Sun came in fourth and fifth, respectively. ●

Results

INTERNATIONAL: 1. Mike Bell (Yam) 1-2; 2. Darrell Shultz (Suz) 3-1; 3. Kent Howerton (Suz) 4-3; 4. Warren Reid (Hon) 2-7; 5. Chuck Sun (Hus) 5-6; 6. Gary Semics (Hon)8-5; 7. Rex Staten (Yam) 6-8; 8. Danny Chandler (Mai) 7-12; 9. Brad Lackey (Kaw) 18-4; 10. Steve Stackable (Yam) 11-10; 11. Danny Swartz (Mai) 10-11; 12. Mickey Kessler (Yam) 9-14; 13. Mark Gregson (Yam) 13-15; 14. Arlo Englund (Yam) 12-17; 15. Jim Weinert (Kaw) *-9; 16. Mark Rakestraw (Mai) 14-16; 17. Tony DiStefano (C-A) 19-13; 18. Steve Wise (Hon) 15-*; 19. Marty Moates (Yam) 17-20; 20. Broc Glover (Yam) 16-*;

*denotes placing out of top 20

NATIONAL: 1. Jimmy Ellis (Hon) 1-2; 2. Donnie Cantaloupi (Yam) 3-1; 3. Ron Sun (Hus) 2-5; 4. Randy Kirschbaum (Mai) 4-9; 5. Larry Wosick (Kaw) 6-7; 6. Steve Rhyan (Mai) 7-8; 7. John Day (Yam) 15-4; 8. Mark Ashworth (Yam) 8-11; 9. Troy Bradshaw (Yam) 9-12; 10. Darren Rhoten (Hon) *-3; 11. Brian Myerscough (Suz) 12-13; 12. Marvin McDaniel (Yam) 5-*; 13. Kippy Pierce (C-A) *-6; 14. Mike Guerra (Hus) *-10; 15. Timmy Walker (Yam) 14-17; 16. Kip Bigelow (Yam) 10-*; 17. Jimmy Lauer (Kaw) 11-*; 18. Kris Bigelow (Yam) 13-*; 19. Greg Theiss (Yam) *-14; 20. Derek Wedding (Hon) 17-19.

* denotes placing out of top 20

TRANS-USA MX SERIES POINT STANDINGS

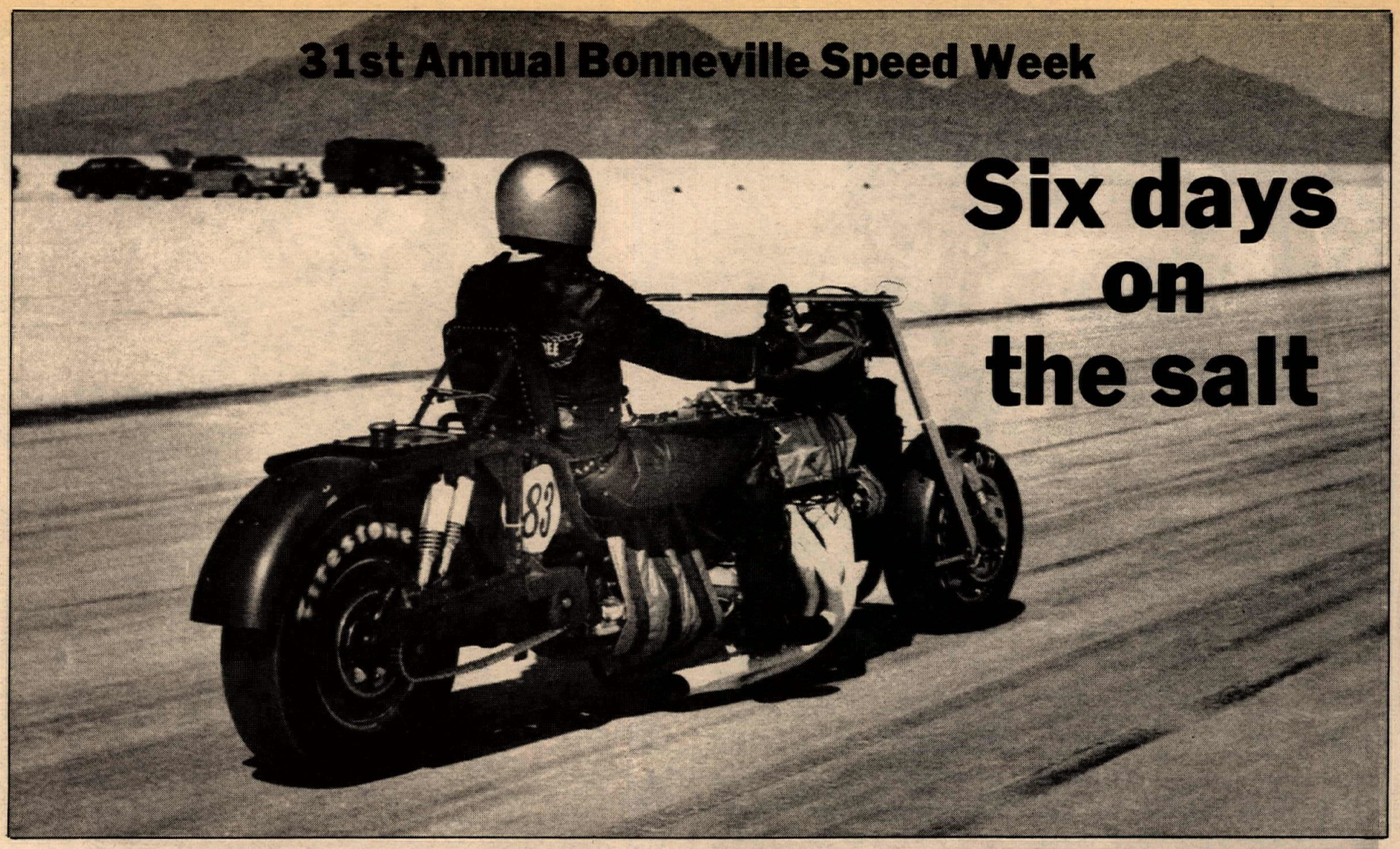
INTERNATIONAL: 1. Kent Howerton 163; 2. Mike Bell 141; 3. Chuck Sun 128; 4. Darrell Shultz 122; 5. Brad Lackey 111; 6. Andre Malherbe 83; 7 (Tie) Broc Glover and Arlo Englund 78; 9. Marty Moates 73; 10. (Tie) Jimmy Weinert and Danny Chandler 59.

NATIONAL: 1. Jimmy Ellis 158; 2. Ron Sun 125; 3. Greg Theiss 119; 4. Mike Guerra 113; 5. Larry Wosick 103; 6. Brian Myerscough 96; 7. Kippy Pierce 91; 8. Donnie Cantaloupi 89; 9. Troy Bradshaw 87; 10. Darren Rhoten 80.

(Above) Chuck Sun had a fifth overall for the day; he holds down third in the points. (Below) Darrell Shultz flew to second overall.

31st Annual Bonneville Speed Week

Six days on the salt



Jim Handhardt sets out on his V-8-engined Ford/Honda. This creation was classed with the cars.

By Dorde Woodruff

BONNEVILLE SALT FLATS, UT, SEPT. 23-29

Each year the motorcycling scene at Speed Week is different in character from every other year. Last year there were three concentrations of competition: how many records could be accumulated by a single rider during the week; big turbocharged bikes; small streamlined bikes. This year the prevailing contest was big turbocharged bikes going for the 200 mph mark.

Six, at least, showed promise, all but one turbocharged, all but one Kawasakis: Bob Tomrose's sleek black Harley, Tom Elrod's ferocious normally-aspirated double-engined Kaw, Ken Davis' innovative heavyweight Honda, Jack Dolan's Kaw drag bike, Jack Murphy's Z1R-type Kaw, and Charles Toy's last minute, S&S-carbed Kaw.

Only a handful of riders have made it over the magical 200 mark, ever. Since Dave Campos set his two outstanding records for a non-streamliner like in 1974 on a double-engined Harley, 208 on gas and 231 on fuel, no one has even come close, with the sole exception of American Turbo-Pak rider Scotty Hansen's 197-plus on a hopped-up Z1R-TC last year.

Bob Tomrose, a carpenter from Santa Rosa, CA, is one of the few that continue to run Harleys rather than the more efficient -type Kaws, and the least committed to motorcycling in a way, since his Bonneville bike is his only bike and he doesn't work in the industry. The bike, new in '74, has improved every year and he qualified on the first day of the meet, Sunday, against his last year's record. During Monday morning's record runs, everyone did the return run much faster than the down run, including Bob. His return run was over 200, with the bike running so strongly that he wasn't sure he was in fifth gear. But the down run was only sufficient for a 193.866 average, a new record, however, in the blown 2000cc class with a fairing, almost 20 mph faster than the one he set last year. As often happens in the wacky world of Speed Week, he spent the rest of the week making tuning changes, trying unsuccessfully to reproduce that one fine run.

He didn't do as much to the bike this year as he wanted to. He had decided that the pistons needed more clearance and used some old ones out of his collection. "Junk pistons and I went 200!" But he knows what he has to do next year, now, and he's pumped about the bike's potential.

Tom Elrod is an IBM systems engineer in Austin, TX and has a Kaw-Harley speed shop on the side, building street and drag bikes as well as Bonneville bikes. The bottom end of his bikes are standard, with welded cranks, beveled transmission dogs, and a heavy duty racing clutch. They have strong cylinder studs and a strong cam chain. The he sets up the top end, the heads and the compression ratio for the application. Usually he uses 900s bored out to 1198cc.

In 1974 Tom's number 29 bike was a double-engined Harley. But he's always trying new things, and after that he switched most of his effort to Kaws as the better machine for Bonneville.

Tom has been coming to Bonneville for 10 years, and this year he hit the jackpot. He, too, ran well right out of the van, qualified at an impressive 197.119 on Sunday and on Monday set a record in the open-framed 3000cc class of 200.02, on gas, adding one more motorcyclist to Bonneville's exclusive 200 MPH Club. Tom also set a record on his turbocharged open-frame bike in the 1300cc class on Thursday, and John Haider rode to two records on a normally aspirated Elrod Z, both open-frame and faired.

Ken Davis' bike was new this year, incorporating many ideas that he wanted to try. Getting the power to the ground is a common problem for Bonneville bikes, so he made it heavy: 700 pounds. The gas tank sits below the engine, front and center, for a low center of gravity and to clean up the airstream behind the front wheel. He thought about using a Kaw but had so many Honda parts laying around that he settled for the same ol' brand, a 750 bored and stroked to 1180cc, as big as you can go with it. Since this is an original Bonneville bike, not a converted street bike like its predecessor the magneto and fuel pump could be located tucked in, where they're out of the airstream. Ken wants to stick to fours because they're narrower than the new sixes, but he could go to the newly-designed '79 Honda 750 and most of his parts would fit.

A Southern California Timing Association board member from Oakview, CA, Ken didn't have much time to run this year because he was a very busy official during the meet. But he did run enough to find out what the new bike's problem's were. It ate a special Barnett racing clutch which Ken has been running in his bikes for three years, so it got a sintered iron clutch transplanted from the old Honda. It needs air in the front forks to keep the gas tank from bottoning on the salt — and Ken found what others have from time to time — a square cross-section car tire doesn't track straight on a bike at Bonneville when you get up towards 200.

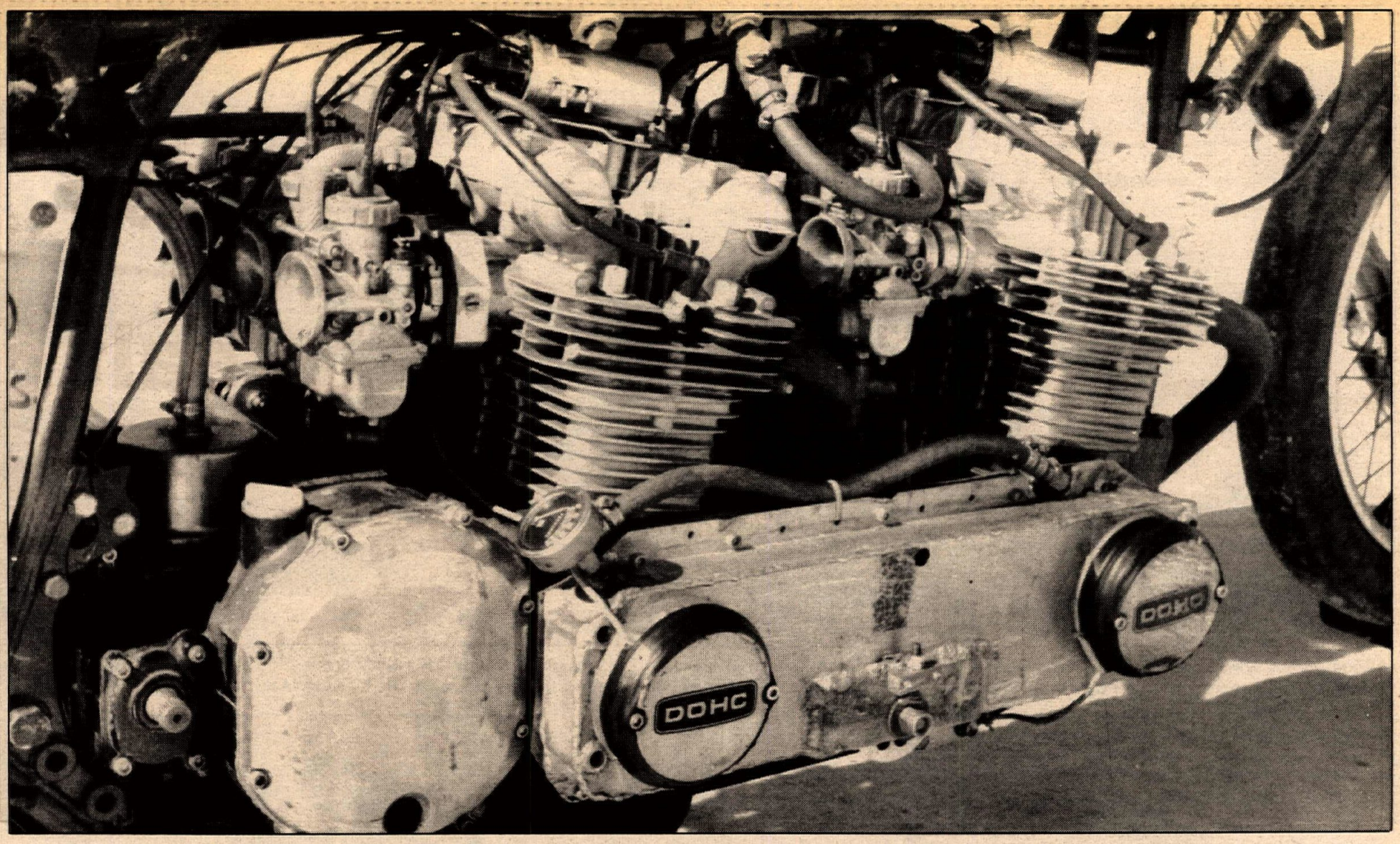
Jack Doland of San Diego, a Pacific Telephone rep., again discovered, as has been noted before, that successful drag bikes don't automatically transfer to Bonneville. The miles of salt definitely do a different number on a motorcycle than the quarter mile. Jack's engine is set up similarly to one of Don Vesco's streamliner engines but the cam is different and it runs on aviation gas rather than methanol.

The bike has not yet reached its capability on the salt, although Vesco crew member Marcia Holley took it to 194 on one run last year just before a piston failed. Jack concluded that the main problem remaining at the end of Speed Week this year was an inadequate fuel flow for the distance at Bonneville.

After Speed Week the bike performed adequately for visiting Irishman Harry Lindsay, who wanted to go faster than his hometwon buddies ever had in Ireland's limited space. Lindsay rode his rent-a-Bonneville-bike to 179, beating his friend's recent Irish motorcycle record of 167.

Jack Murphy, Kawasaki's well-respected tuner, is not accustomed to failure in getting what he wants from his bikes. After Scotty Hansen's near miss of 197 last year, Jack was confident he could surpass the 200 mark this year with a similar bike. But he and the American Turbo-Pak crew spent a most atypical Speed Week, for them, twisting wrenches and making passes that weren't quite good enough. Jack's own turbocharged 1000, his Z-2 750 (a model not imported to the U.S.), and the new KZ 1300 — none of them went quite fast enough or stayed together or both. At week's end the riders were still gamely making passes, as Jack contemplated his worst year at Bonneville in 14.

After Speed Week last year, ATP rider Scotty Hansen became homesick and went back to Nebraska where he was the ace mechanic at Bluff Cycle, a



Tom Elrod's double-engined Kawasaki set a new A-AG-3000 record and put Tom in Bonneville's exclusive 200 MPH Club.

multi-purpose shop selling Kaws, Hondas, Can-Ams and H-Ds. A former Bluff Cycle employee and used car dealer, Charles Toy, just got a Kaw dealership a month ago and decided to go for it at Bonneville. Together with Mike, Bluff's service manager, they built a bike which was also similar to Scotty's last year, in a month of long hours. But they developed their turbo kit aroung an S&S carb which flows more gas than the Bendix used by ATP. First off, at Bonneville, they had a piston failure and had to install a spare engine. They did qualify on Thursday and bumped Scotty's open frame record up a few mph to 189.869. The three are enthusiastic about building turbo-charger kits for the expanding hot street bike market in the prairie states.

One rider was going for multiple records this year, Jim Ahrens, a metal sign maker of Arcadia, CA. At week's end he was the proud possessor of five new Bonneville records. Jim has a 50cc Kreidler, Europe's hot little GP road race engine which never was available as a complete motorcycle until just last year. It took him a year to get his engine, and a box of parts accompanied by a couple of pictures with some German underneath. The distributor, Van Veen, doesn't like to sell to the U.S. because in the conscientious European way, they feel an obligation to support each engine with parts and letters of advice. The bike's brakes, clutch and such came from various European makers and Jim has two custom frames, a road race and a Bonneville which is longer. He road races with the bike regularly.

The road race frame fits into Jim's airplane, and two years ago he flew to Bonneville for a day to set a record. This year because he planned a more extensive campaign, he drove.

The Kreidler makes 14 horsepower in three cubic inches displacement, or, 25 mph per cubic inch. Compare this to one of your 1000cc (or 61 cubic inch) basic road-burners. It also seems to be bullet-proof. Jim never appeared to be doing anything but hanging out, but he qualified each afternoon and set a record every morning. With two frames, a fairing, and the option of gas or fuel classes, he had plenty of different records to go for during the week.

He probably would have gotten six records, but on Tuesday after record runs and before anyone had qualified yet, the winds built quickly into one of those Salt Flats weather extravaganzas, picking up everything which was not nailed down and weighed less than five pounds, displacing crannies to the horizontal, sending the concession ladies scrambling after every one of their wayward unsold T-shirts. Runs were shut down for the rest of the day.

Other than that, the weather was beautiful. Fall is the best season in Utah, also some Utah Autumns are exceptionally warm and dry and this has been one of them. The change in '77 to the later date for Speed Week was made primarily because tiny Wendover, crowded with tourists in August, the traditional time for the event, doesn't really want racers around at that time, anymore. The change also brought the probability of better weather.

The salt was the best it's been in 10 years, with 11 miles of excellent graded track. Yearly weather conditions within the downhill trend caused by the terrible wasting of the brine and thus the salt by potash mining, have a significant effect on the length and quality of the salt. The BLM, which has been managing the salt for the last five years, now does the day-to-day management of the area quite well; they have not yet been able to do anything about the brine drain which in 1976 was over a million tons a year of salt going away.

Attendance by motorcyclists this year was down from the last two especially well-attended years, to scarcely more than half. Two theories advanced were gas prices and the change from AMA sanctioning. But the motives of the absent riders were mostly unknown. One was reported to have stayed away because of no AMA. One who was there came for the same reason. The Vickerys, who've been active in recent years, are opening a new shop and are thus apparently too busy. A few came to visit who didn't have bikes ready. Some who had said this summer that they were coming didn't make it. Popular Al Ferris, one of the nicest individuals to ever run at the Flats and a meticulous craftsman, was killed riding his street bike last winter - a real loss. As usual, about half the riders were Californians.

Motorcyclists were enthusiastic about SCTA"s first-year management of the bikes. Motorcyclist board members Yale Camp and Ken Davis worked long and hard. There were zero hassles or complaints. It's true that the Flanders regime did get the results out every morning, dependably and accurately, which was helpful.

A Tuesday night meeting at the Stateline was attended by over 100 enthusiastic riders, tuners, crews and hangers-on. This meeting will be annual, to receive input from out-of-California riders. SCTA president Gordon Hoyt again encouraged riders to communicate with the Motorcycle Steering Committee by telephone or letter, or directly with the SCTA board if they wished. Records are under the auspices of Bonneville Nationals, Inc., the sister organization to SCTA which administers Speed Week. Negotiation is continuing with the National Hot Rod Association, through their branch the National Motorcycle Racing Association, for possible record certification, also. The AMA has shown no inclination, as far as I know, to attempt to become reinvolved with Speed Week.

Whatever the reason, the motorcyclists at Speed Week this year seemed to be more hard-core than in the last two years: the professionals, the experts, the heavy-duty enthusiasts. Records per individual were greater than in any recent year, except for last year when several small-bore specialists went for multiples like Jim Ahrens did this year.

Other interesting bikes, successes, or commendable efforts:

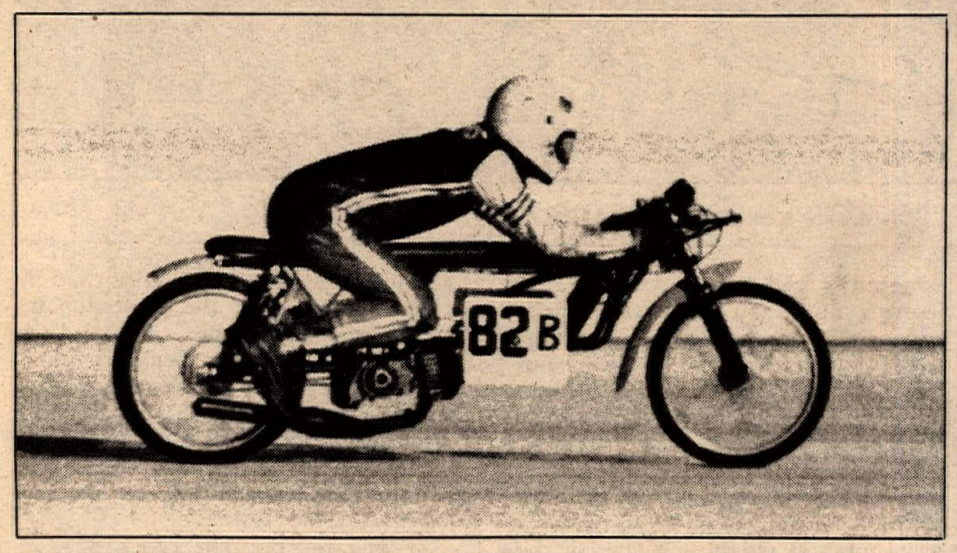
Tom Elrod brought a "KZ1327," a bore so large there's only about 15 so far, mostly drag bikes. But the pistons they got hold of first were an off-the-shelf kit, not built to their specs, so they'd had to change the heads. These pistons blew, and then they had to grind on the next set because the valves were hitting, another brand that was built to their specs, and the bike never worked right with this field job. This engine ought to provide some fireworks next year.

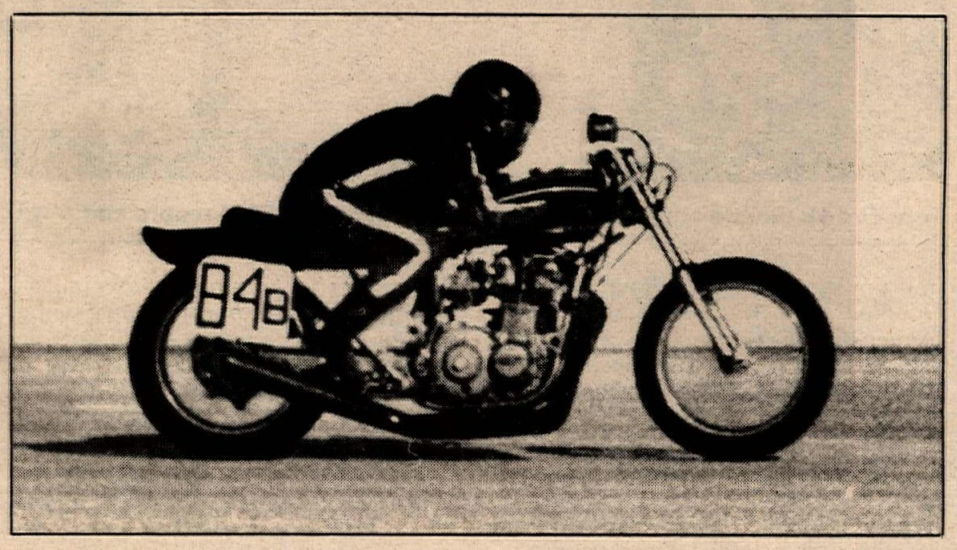
The crew from Greeley, CO, regulars at Speed Week, did it with their CBX this year. Last year's problem with the bike was mostly handling at speed. Stiffer fork springs and more oil was the fix in the front, also higher tire pressures and a stiffer setting on the shocks.

Mark Jaeger and Joe Lynch from Oklahoma City qualified twice, nicely with a 1200cc bored out Kaw, but didn't get their record. Other friends and mechanics from home had wanted to come but couldn't, so they sent parts, a rim here, an ignition there-so they could be at Bonneville in spirit.

Ford employee Mike LaFollette from Detroit set a production 750cc record with a new Honda 750 to celebrate his birthday. Then he set a record with the family's 750 Moto Guzzi, which he and his father have been trying to do for five years. They must have gotten all of the luck that Jack Murphy and ATP couldn't find. Mike has five flat trackers and a Sportster, and three brothers and a sister who race motorcycles, and a father who did. Father rides a 175 Kaw to his engineer job at Ford.

(Above) Heavy winds closed the Tuesday afternoon session. Other than that, the weather was great. (Below left) Jim Ahrens took his 14-horse power, 50cc Kreidler to five records, all around 80 mph. (Below right) John Haider went 167.971 on this record-breaking run in the 1300cc class.





If the LaFollettes had a bike like Jim Hanhardt's, they could stick with their factory brand, at least in part. Jim's is a massive V-8 engined Ford-Honda. A few puurists wer outraged by his runs, for time only, but not appropriately; he was classed with the cars. The car guys didn't seem to mind. Jim, like Ken Davis, found that car tires don't work on bikes over a certain speed — him was about 165 — with plenty of torque to spare on his well-engineered motorcycle which has proved itself at Utah Salt Flats Racing Association meets.

HP Books owner George Gjonovich also brought a 1327 Kaw, with Norris cam, Dell' Orto 32 pumper carbs, ARD magneto and Alphabet headers. Rider Tom Sauter set a record in 2000cc class in fourth gear — they didn't bring enough gears. A Norton specialist, this is George's first Kaw. He manufactures nitrous oxide kits and would like to try it on the salt.

Bryan Bowns rides for a group of six or eight regulars who've been coming to Speed Week for about seven years, half of them citizens and half motorcycle salesmen or mechanics. The all contribute ideas and work to the handmade bike, and this year they set a record, as usual, with their Honda 500.

Jim Langer of Chicago, who makes cams and does porting, is one of the traditionalists who still runs a Harley. His bike is primarily a dragster, fuel injected and with an air-shifter automatic transmission. He belongs to all three drag bike organizations and goes to all the nationals. The bike runs on 88% nitro and is reputed to be set on Kill and make 250 horsepower. If it lives, at Bonneville, it should go very fast.

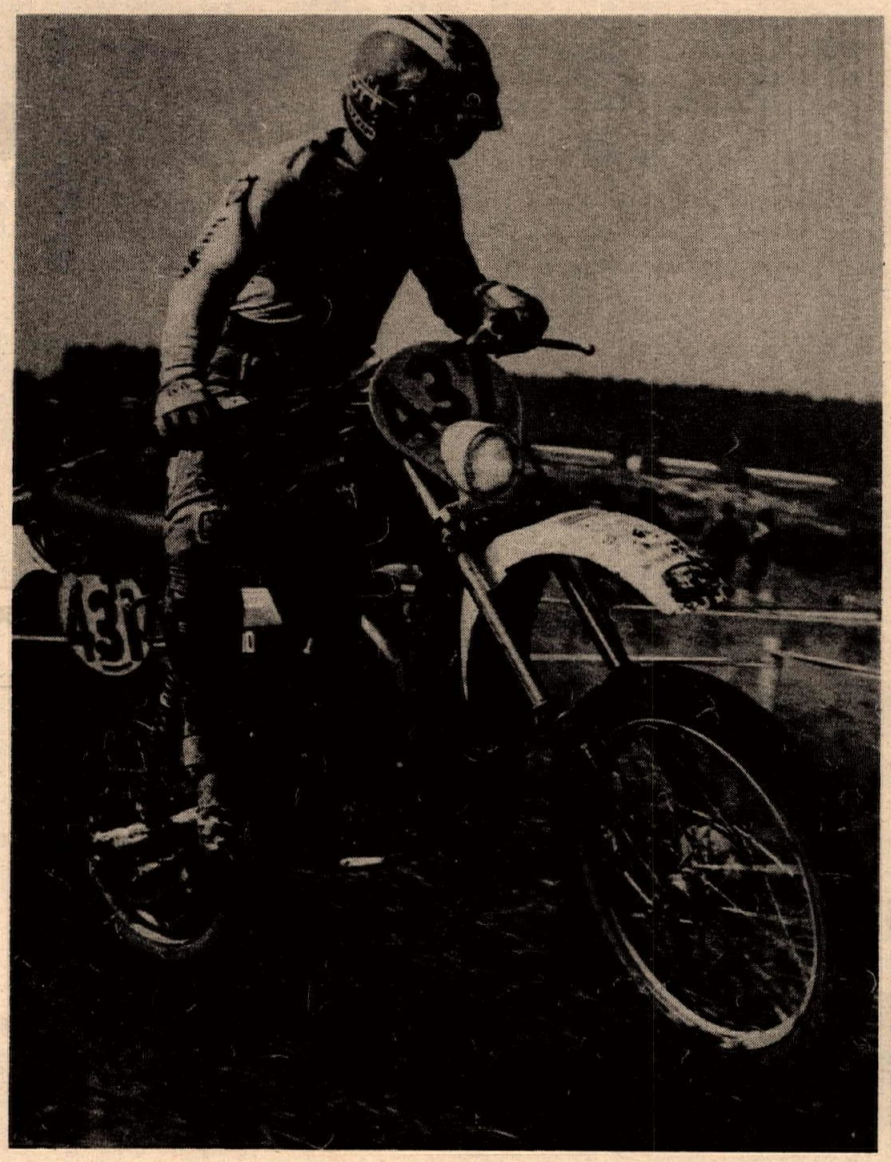
The H-D double-engined, turbocharged streamliner, the Jammer, much rebuilt for this year, was around and ran occasionally, and also stayed a week longer on private time. Don Vesco arrived late, on Thursday night, for one last try with the old 'liner, but left after holing the stainless steel exhaust on Tuesday after Speed Week, planning to return in a couple of weeks. Don would like to get Kawasaki's $25,000 contingency money for beating his own record of last year. After that quest is over, he'll turn to building the all-new KZ1300-powered liner for next year, full-time.

As the week progresses, bikes break or owners get records and leave. The lineup of vehicles in the pits becomes ragged. Others keep trying to qualify until the last hour before dark on Friday, out of enthusiasm or desperation.

Then, except for the small group who've earned the right to record runs on Saturday, it's all over until next year. Tourists will run their cars and bikes on the salt unattended. Special sanctioned Land Speed Record runs may be held. The salt will be rented out from time to time for advertising photos. The Utah Salt Flats Racing Association will hold a few weekend meets. But most of the time the salt will be empty, undergoing its yearly cycle of flooding and drying, until the colorful and noisy assemblage that is Speed Week returns in September.

Name	Class	Make	Old Record	New Record
Jim Ahrens, Arcadia, CA	M-AG-50	Kreidler	70.314	78.327
Jim Ahrens, Arcadia, CA	M-AF-50	Kreidler	69.633	81.314
Jim Ahrens, Arcadia, CA	MPS-AF-50	Kreidler	76.686	81.606
Jim Ahrens, Arcadia, CA	A-AG-50	Kreidler	72.558	78.190
Jim Ahrens, Arcadia, CA	APS-AG-50	Kreidler	75.364	79.129
Mark Lingua, Glendale, CA	A-AB-350	Honda	98.000 (min.)	101.277
Bryan Bowns, Citrus Heights, CA	APS-AF-500	Honda	152.366	153.374
Steve Alexander, Costa Mesa, CA	APS-AB-500	Honda	154.301	175.813
Mike LaFollette, Dearborn, MI	P-750	Honda	138.223	142.613
Mike LaFollette, Dearborn, MI	M-AG-750	MotoGuzzi	141.284	146.199
Charles Toy, Arlington, NB	A-AB-1000	Kawasaki	184.507	189.869
Richard Coatman, Evans, CO	P-1300	Honda	150.345	152.630
Richard Coatman, Evans, CO	M-C-1300	Honda	150.984	153.417
John Haider, Austin, TX	M-AG-1300	Kawasaki	165.742	168.874
Gerald Wysong, Miami, FL	M-AF-1300	H-D	166.104	172.303
John Haider, Austin, TX	MPS-AG-1300	Kawasaki	166.708	174.513
John Haider, Austin, TX	A-AG-1300	Kawasaki	163.675	167.971
Tom Elrod, Austin, TX	A-AB-1300	Kawasaki	178.630	184.701
Dave Matson, Westland, MI	M-AG-2000	Vincent	163.562	164.947
Tom Sauter, Long Beach, CA	A-AG-2000	Kawasaki	159.414	161.929
Robert Tomrose, Santa Rosa, CA	APS-AB-2000	H-D	176.758	193.866
Tom Elrod, Austin, TX	A-AG-3000	Kawasaki	188.692	200.022

TOP ISDT AMERICAN ROESELER STRIKES GOLD IN HIS SCOTT BOOTS



CONGRATULATIONS LARRY!

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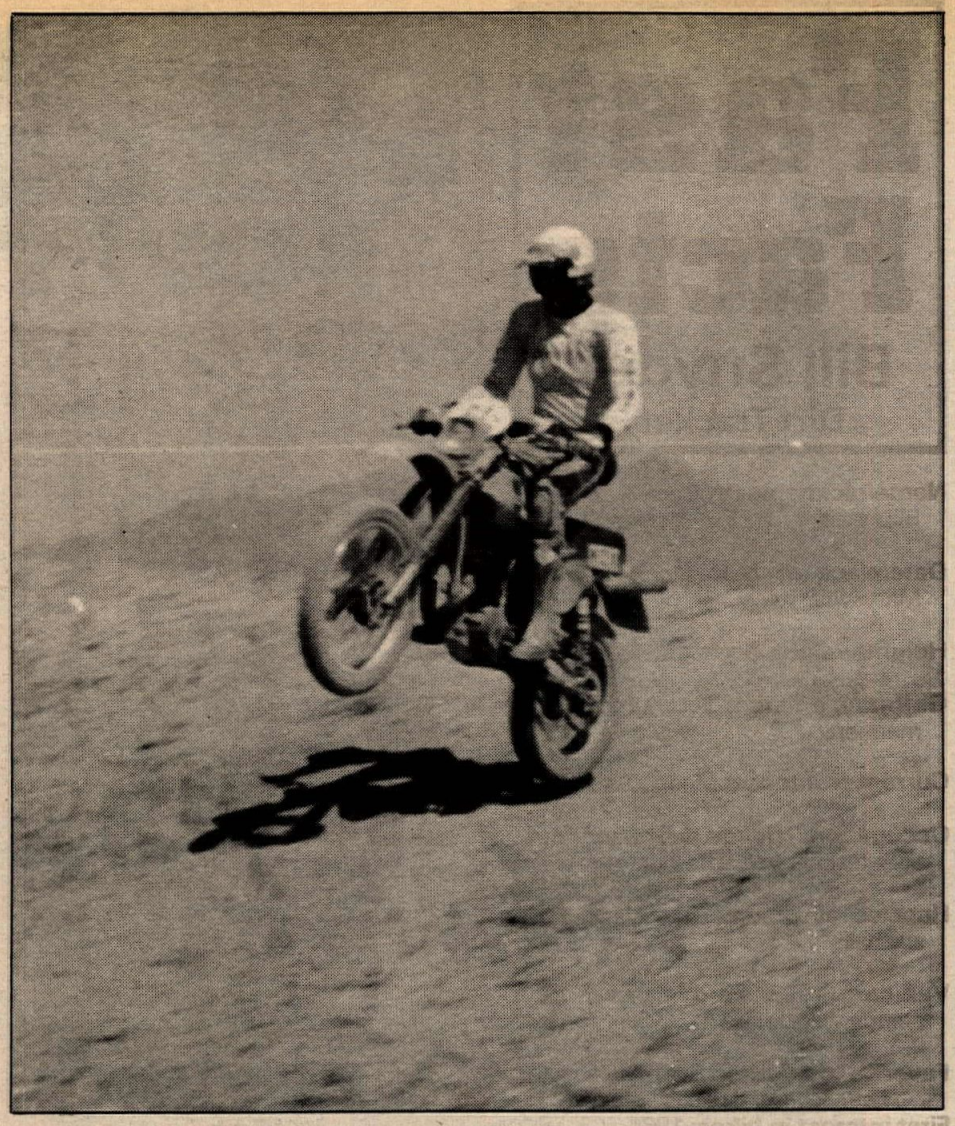
District 37 rider Mike Godfrey dropped eight; finished second.



Mike Hannon took his second National win this year with a score of six.

AMA National Championship Enduro Series

Mean Green tops Double Crossers Cal State 100

By Larry Langley
Photos by Christie Smith

LUCERNE VALLEY, CA, OCT. 7

Team Kawasaki's Mike Hannon propelled a factory-backed KDX400 to his second National Enduro win of the year as he took the overall win at the Double Crossers M.C. annual desert bash. While most of the AA riders went back East for a conflicting national, Team Maico's Don Sanford and Team Honda's Rick Munyon showed up to challenge Hannon. However, it was a local District 37 rider who provided the lanky Kawasaki rider with the closest competition.

Mike Godfrey riding out of Wheelsmith Maico on a 250cc Magnum E dropped just eight points to Hannon's six to make it a tight contest. The next best score was 14.

Munyon's throttle stuck wide open on his trick factory XR250 four-stroke, and he bailed off in hopes of a semi-controlled crash. Sanford had a carburetor boot split in the last section; he nursed his 400cc Maico into the finish sucking air which caused the bike to run *very* lean. Don was very lucky not to seize it. He also burned two checks which hurt his image as a timekeeper but still managed to finish sixth overall.

Third overall went to Tracy Walters on his new KDX400 Kawasaki. Tracy had been doing extremely well in the 250cc class but changed to the Open class successfully in winning the A Open trophy. Fourth overall was Kolbe Honda/Can-Am sponsored Tom Webb on his "Great Pumpkin" 370 Qualifier. Tom rode the last 20 miles with no rear brake which cost him a shot at second overall since he had been tied with Godfrey before his mechanical woes.

Northern California's Dave Bertram ventured down south to try his hand in the desert and came away with a fifth overall, another high National Enduro finish for the Husky rider. The 100-mile course proved to be challenging and very tiring on the riders. Strength-sapping heat in the 90 degree range contributed to the higher scores than expected by the sponsoring club. The course was well marked with both arrows and ribbon. While the yellow ribbon used wasn't the highest visable, it was different from what everyone else is using, which can cause problems in the highly-used area.

The first loop was somewhat challenging in terrain for the C riders, but sensible speed averages combined with well-placed resets made for a high finisher rate. While results are not yet available for the B and C riders, it appears that there were some C zero scores recorded.

The A and AA riders got to ride the first 18 miles of the second loop all by themselves. Most of the loop was a re-run of the first loop but at much higher speed averages. While one section on the first loop was an easy 12 mph, the second loop had the same section at 24 mph. Needless to say, most of the riders dropped points.

At the end of the section, a three mph section followed by a 20-minute reset had many of the riders wondering just what faced them. It turned out to be "Baby Huey Canyon," a previously-used section (back in 1974) that was a horrendous bottleneck then. With just the A and AA riders, it wasn't too bad, and since the reset allowed most to catch up with at least a few minutes rest, it didn't take the wind out of too many sails. Asked why they ran it, a club member replied; "Just to tire the riders out, and because we thought it was neat". Lots of pros and cons on that. Very few riders could *ride* their bikes through, most had to get off and pull/lift their bikes over the huge rocks which blocked the path down through the canyon floor. Mike Hannon reportedly rode down/over everything, much to the amazement of the struggling riders trying to cope with just surviving.

Bad luck award goes to Pete Smith who has been tearing up the Senior class this year when his gearbox let go just six miles from the finish. Harry Keast (Wheelsmith Maico) took advantage and picked up the Senior win in spite of suffering with the flu all week. Harry currently holds the Senior #1 plate and knows he has to beat Pete Smith the rest of the year to have a chance in retaining his ranking.

Another points leader, this time in the 125cc class, Countdown Engineering's Jerry Counts got just past the reset after the tough canyon when his cylinder nuts loosened and the bike quit. Jerry didn't have the right wrench to be able to tighten the nuts so had to be towed in. Jerry's competition for the 125cc points lead, Doug Tullis on an XR125 Honda four-stroke had chain problems but still finished, 20 minutes late at the finish. Doug's dad Jay was worn out and admitted the kid was running off and leaving him until the chain problems. Looks like there will be a Tullis on a Honda for many years to come.

Larry Woodruff had a flat tire on his C&J framed Yamaha, took off 33 minutes late on the second loop and caught up to his minute by the end. A.C. Bakken was out on his new 1980 Automatic Husky and made the top 15 even with a couple of timekeeping errors.

Since the Double Crossers are a very small D-37 club, another small club pitched in to help. The small but mighty Pit Crew M.C. donated a huge amount of time scouting, marking and everything else that goes into putting on an enduro. The two clubs combined to put on a well run, challenging National Enduro and even managed to scout up some terrain that hadn't been used for quite a while. ●

Fast Facts

Bill Snyder

Dirt Tracker

Name/nickname: William A. Snyder/ Bill.

Date/place of birth: Mar. 1, 1947/ Marysville, KS.

Height/weight: Six ft./185 lb.

Girlfriend's name: Too numerous to mention.

Current residence: Manhattan, KS.

Occupation: Honda dealer and part-time teacher at Kansas University.

Hobbies/relaxation: Fish, racquetball, softball.

Van/car: 1963 Ford flame-mobile station wagon.

Favorite food/drink: Steak/beer.

First interest in bikes: 1961.

First bike: Maytab motor on bicycle.

First race: Scrambles in Topeka.

Outcome of that race: Second in 100cc class on S-90 Honda.

Most recent win: AMA & KMSA #1 250cc in 1976-77-78; AMA & KMSA #1 500cc in 1973-74-75.

Sizes/makes of current racing bikes; 360 Bultaco Astro, 500cc Honda single.

Sponsors: Snyder Honda and Bultaco.

Tuner: Bob Snyder and self.

Biggest gripe about racing: Racing on unprepared and poorly prepared tracks.

Most respected rivals: There are none!!! I get no respect, so I give none!

Reason for racing: Release of sexual frustrations.

Additional information: Racing has come a long ways and gets better. My motto is, "No Guts, No Glory!"

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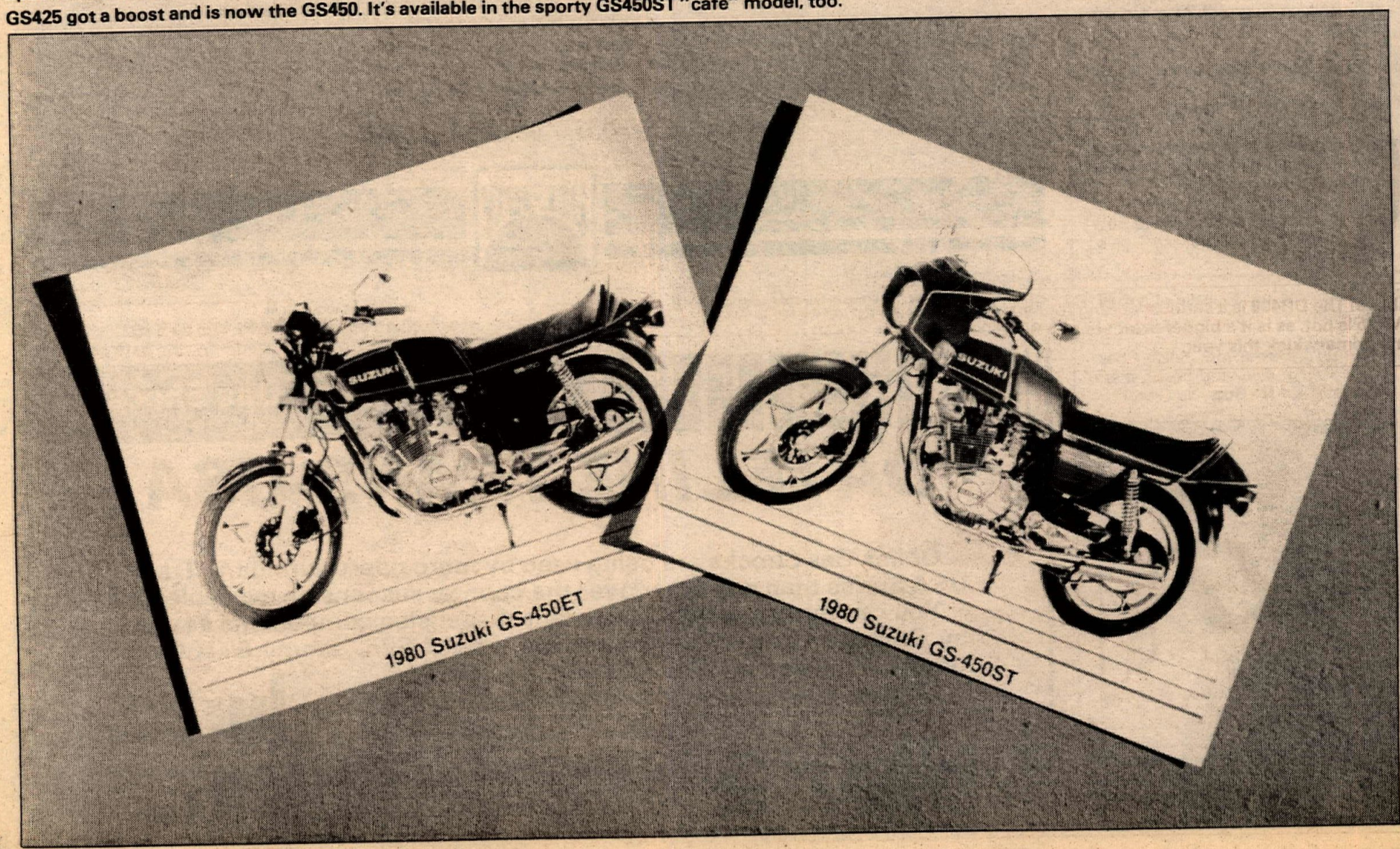
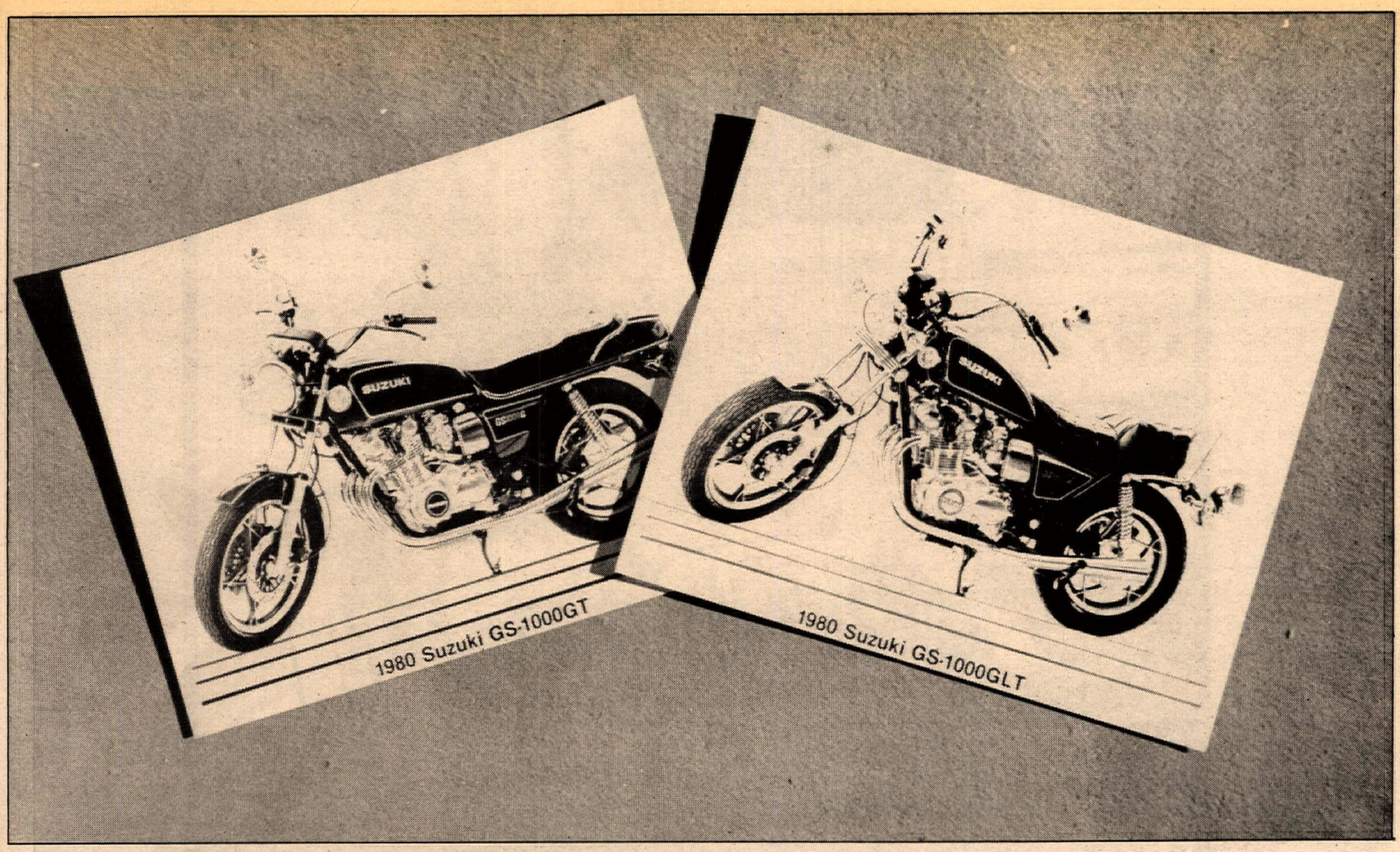
hp husky products

ÖHLINS GAS SHOCKS

Spotlight 1980: Suzuki

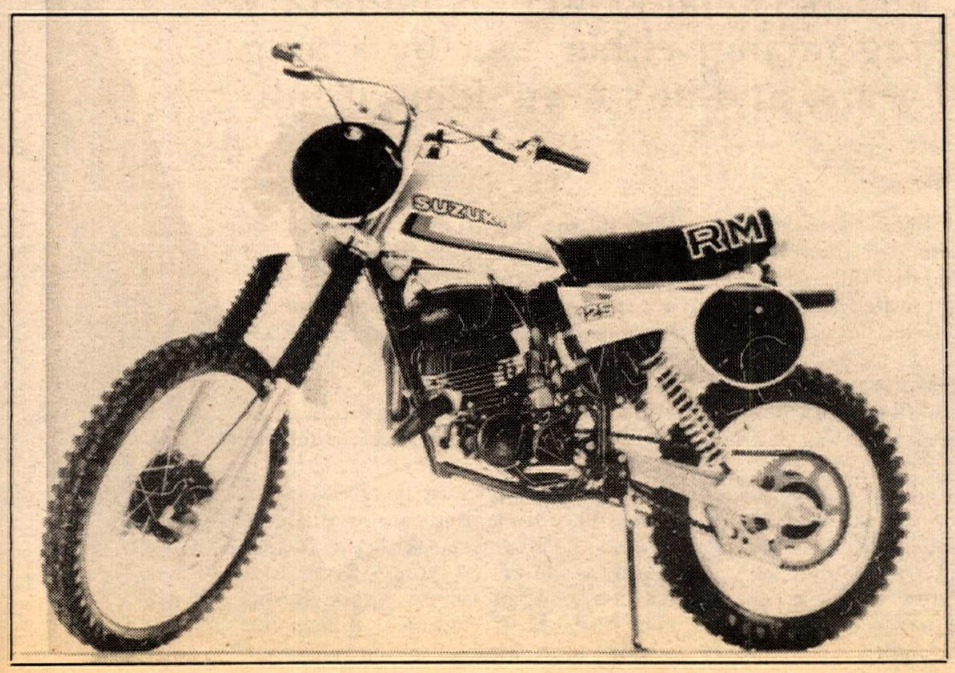
(Above Suzuki's top of the line GSX1100T claims approximately 23% more power than the GS1000 with seven percent more top speed (and an 85 mph speedometer). Air forks are connected by a balance tube; rear shocks are five- way preload adjustable with four-way rebound damping settings. (Below) The GS425 got a boost and is now the GS450. It's available in the sporty GS450ST "cafe" model, too.

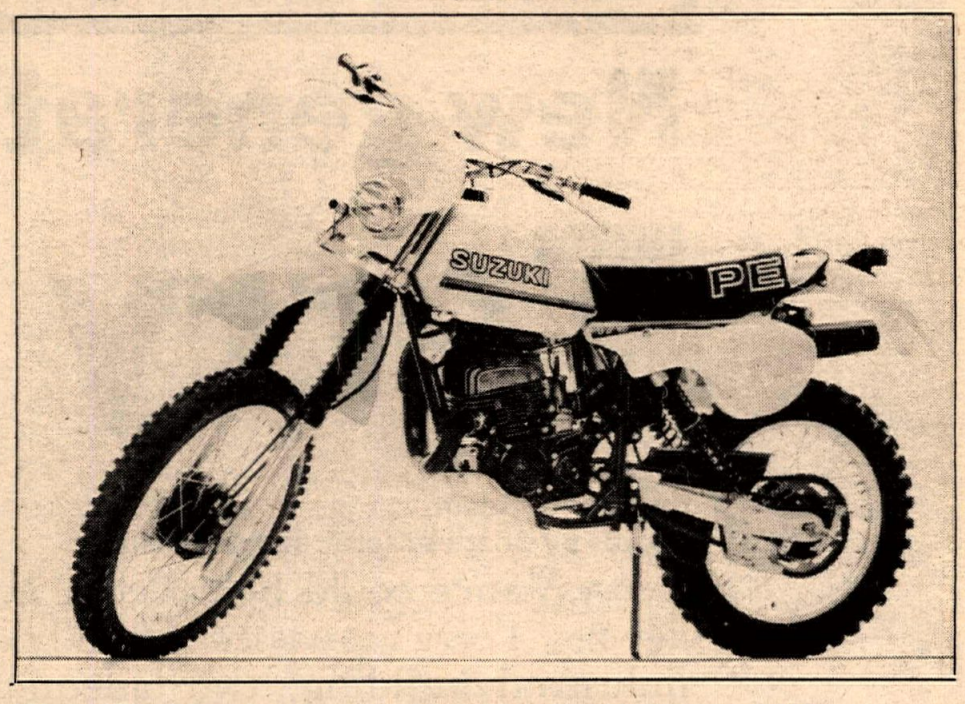
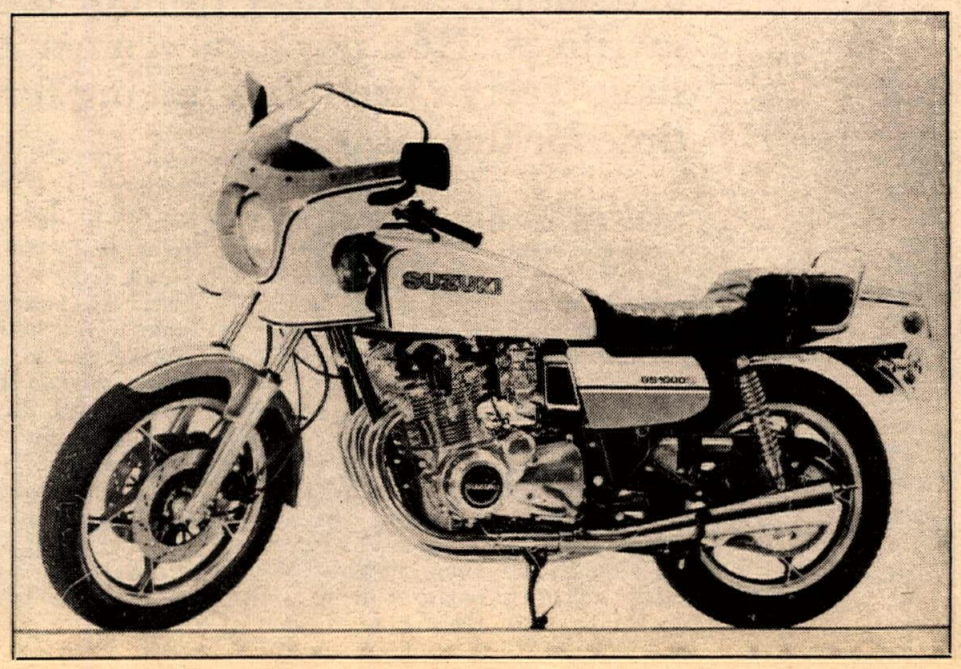




Two GS1000 models have driveshafts for '80. The standard GT model and the GLT "chopper" model are designed to please anyone.

(Above) The DR400 is a serious-looking four-stroker. (Below) The new RM125 is hot, as is it's bigger brothers, the RM250 and RM400. The RM400 gets primary-kick this year.





(Above) The PE-series of enduro bikes includes this PE175, a PE250 and a PE400. (Below) Here's the GS1000, a sporty model for the cafe crowd. Very nice.